The Hong Kong Daily Press.

No. 5514 號四十百五千五第 日二念月六年亥乙緒光 HONGKONG, SATURDAY, 24TH JULY, 1875. 六禮 號四十二月七英 港香 [PRICE $2½ PER MONTH.

Arrivals.

July 23, CHATEAUBRIAND, French bark, 384, Hervé, Chefoo 28th June, Beans.—CARLOWITZ & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JULY 23RD.

None.

Departures.

None.

Passengers.

ARRIVED.

For *Chateaubriand*, from Chefoo:—8 Chinese.

Reports.

The French bark *Chateaubriand* reports left Chefoo on 28th June. Had moderate weather to the Formosa Channel; from thence fresh Southerly winds till the last two days; then experienced equally weather to arrival, with a falling barometer.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	*From.*	*Date of Arrival.*
Patroclus (s)	China Ports	June 5
Benledi (s)	Manila	June 11

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Villa Franca	Liverpool	Nov. 21
Aleda	Shields	Jan. 16
Queen of the Seas	Liverpool	Feb. 27
Anfriokos	Bremerhaven	Mch. 17
Lanercost	Cardiff	Mch. 29
Lucia	London	April 17
Melbrek	Newcastle	April 18
Pilgrim	Newcastle	April 24
Atona	Cardiff	April 28
Prince Louis	Cardiff	May 2
Robert Bonk	Falmouth	May 3
Solaterk	Shields	May 3
Irene	Hamburg	May 16
Excelsior	Cuxhaven	May 18
Sylent	London	May 21
Eugenie	Cardiff	May 29
John C. Munro	London	June 3
Menelaus (s)	Liverpool	June 3
America	Hamburg	June 3
Flintshire (s)	London	June 11

Auction Sales To-day.

J. M. GUEDES, JR., At 11 A.M., Household and Office Furniture, &c.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %)

GILMAN & Co., *Agents.*

tf 1063 Hongkong, 7th July, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Machine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

RUSSELL & Co. *Agents.*

tf 1300 Hongkong, 4th June, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1069 Hongkong, 9th July, 1872.

Notices of Firms.

NOTICE.

MR. HUGH SUTHERLAND has been admitted a Partner in our Firm at Shanghai, and Mr. H. J. J. CHAMBERS in our Firm at this Port, from 1st instant.

JOHN FORSTER & Co.

3m 771 Foochow, 15th May, 1875.

NOTICE OF DISSOLUTION.

THE Interest and Responsibility of Mr. THOMAS WALLACE in our Firm at Yokohama, and elsewhere in Japan, ceased by mutual consent on the 31st March, 1875.

LANE, CRAWFORD & Co.

3m 773 Yokohama, May 6th, 1875.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.

E. VINCENT & Co.

Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.

E. VINCENT & Co.

Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

WE have Established ourselves as MERCHANTS and COMMISSION AGENTS at Hongkong, and in Formosa at Takao and Taiwanfoo, under the Style of TAYLOR & THOMPSON.

WILLIAM HENRY TAYLOR.
GEORGE MORTIMER THOMPSON.

6m 279 Hongkong, 17th February, 1875.

NOTICE.

WE have authorised MR. MEYER ELIAS SASSOON to sign the name of our Firm from this date.

E. D. SASSOON & Co.

1m 1075 Hongkong, 1st July, 1875.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—*No. 6, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of

MALCAMPO & Co.

JOAQUIM MALCAMPO QUIOGA.

6m 534 Amoy, 12th April, 1875.

NOTICE.

MR. CHAS. G. BUNKER, JR., has this day been admitted a Partner in our Firm.

THOMPSON & Co.

Pagoda Anchorage, Foochow, June 5th, 1875. [3m 880

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 160,000 of Dollars.

Court of Directors:—

Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
R. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | E. Nissen, Esq.
F. D. Sassoon, Esq.

Chief Manager.
Hongkong—James Greig, Esq.

Manager.
Shanghai—Ewen Cameron, Esq.

London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 " 4 " "
12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 26th April, 1875.

NOTICE.

THE Undersigned begs to direct the attention of the Public to his Superior WASHING MACHINE, which his employé has just brought to Hongkong from San Francisco, and with which he undertakes to WASH CLOTHES at a Moderate Price. By the use of this Machine Clothes will be washed without injury, and will not be destroyed by being beaten on the rocks, as is frequently the case when washed by the old method. The Undersigned solicits the Public to patronize him.

SZ YIK.

Queen's Road, Wanchi, No. 293.

1m 1086 Hongkong, 12th July, 1875.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & B. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

NOW ON SALE.

THE "CHRONICLE & DIRECTORY" For 1875.

Apply at THE *DAILY PRESS* OFFICE.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

THE CHINA TRADERS' INSURANCE COMPANY, (LIMITED.)

NOTICE

IS HERBY GIVEN, that the Undersigned has been appointed Secretary to the above Company, and that Mr. J. E. REDING has been appointed Agent at Shanghai.

By Order,

W. H. RAY, *Secretary.*

tf 797 Hongkong, 22nd May, 1875.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent, Sun Fire Office.*

1335 Hongkong, 26th August, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-TEREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co., *Agents.*

tf 1028 Hongkong, 1st July, 1874.

To be Let.

TO LET,
(With Immediate Possession.)

THE HOUSE No. 9, Gough Street. Apply to

GIBB, LIVINGSTON & Co.

1055 Hongkong, 6th July, 1875.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to

S. E. BURROWS & SONS.

tf 453 Hongkong, 20th March, 1875.

TO LET.

CORNER HOUSE in Lower Mosque Terrace, from 1st August prox. Rent $45.

Apply to

ED. SHARP & TOLLER.

tf 1035 Hongkong, 3rd July, 1875.

TO LET.

SOME HOUSES on PEDDAR'S HILL, No. 4, SEYMOUR TERRACE.

Apply to

DAVID SASSOON, SONS & Co.

tf 512 Hongkong, 22nd May, 1875.

TO LET.

BALL'S COURT, Nos. 1 and 2. Possession from the 1st August next.

Apply to

E. R. BELILIOS.

1m 1029 Hongkong, 2nd July, 1875.

TO LET,
With Immediate Possession.

THE Detached PREMISES situated on Inland Lot 169, Graham Street, (recently occupied by Messrs. E. SCHELLHASS & Co.,) consisting of DWELLING HOUSE, OFFICE, and Four GODOWNS.

Also, the DWELLING HOUSES Nos. 8, 9, and 10, Upper Mosque Terrace. Gas and Water laid on

Apply to

T. G. LINSTEAD.

252 Hongkong, 8th March, 1875.

TO LET,
With Immediate Possession.

THE HOUSE No. 10, Arbuthnot Road, lately occupied by Dr. AYRES. Gas and Water laid on. Apply to

J. A. DE CARVALHO.

1m 1018 Hongkong, 1st July, 1875.

TO LET,

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.

With Immediate Possession.

PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.

HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.

DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYER & Co., possession from 1st June next.

No. 11, Gage Street, lately in the occupation of Mr. FUBANEY.

DWELLING HOUSE No. 4, Alexandra Terrace. Possession from 1st August.

DOUGLAS LAPRAIK & Co.

tf 2050 Hongkong, 14th July, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.

Apply to

REMEDIOS & Co.

tf 131 Hongkong, 22nd January, 1875.

TO LET.

A FIRST-CLASS GODOWN, situated in Queen's Road.

Apply to

GIBB, LIVINGSTON & Co.

997 Hongkong, 28th June, 1875.

TO LET.

HOUSE No. 5, Peel Street, newly painted and in good order, with new Iron Verandahs, containing 7 Rooms.

Apply to

H. A. ASGAR & H. ESMAIL, *No. 17, Gage Street.*

tf 998 Hongkong, 28th June, 1875.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to

G. FALCONER.

tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on 1st of April.

THE PREMISES now occupied by the INDO-CHINESE SUGAR COMPANY, LIMITED, as OFFICES, consisting of Four ROOMS on the First Floor, situated in Bank Buildings. Rent $76 per month. Apply to

E. ALGAR, *9, Hollywood Road.*

tf 392 Hongkong, 10th March, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1 Hongkong, 1st January, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 %, allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co

tf 1363 Hongkong, 25th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 %, allowed.

HOLLIDAY, WISE & Co., *Agents.*

48 Hongkong, 8th January, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., *Agents, Royal Insurance Company.*

tf 1780 Hongkong, 28th October, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

THIS DAY,

the 24th July, 1875, at 11 A.M., at No. 6, Aberdeen Street,

The Property of a Gentleman leaving the Colony.—

The whole of his HOUSEHOLD and OFFICE FURNITURE, consisting of English-made CHAIRS and COUCHES, TABLES, Pier GLASSES, &c., &c.

Iron and Wooden BEDSTEADS, Toilet TABLES and GLASSES, WARDROBES, &c., &c.

Office DESKS, Iron SAFES and STANDS.

Also,

12 Barrels CLARET.
1 Basket CARRIAGE and HARNESS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. GUEDES, JR., *Auctioneer.*

1136 Hongkong, 22nd July, 1875.

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 26th day of July, 1875, at 2 o'clock P.M., *(postponed from the 23rd July, on account of the inclemency of the weather,)* at No. 9, corner of Aberdeen and Staunton Streets,

PROPERTY OF A GENTLEMAN GIVING UP HOUSEKEEPING,

The whole of his HOUSEHOLD FURNITURE, &c., comprising Drawing Room, Dining Room, and Bed Room SUITES, Rose-wood Centre TABLE, Marble-top TABLES, Black-wood Marble-top STOOLS and TEA POYS, Rep-covered SOFAS, EASY CHAIRS and CHAIRS, CHANDELIERS, MIRRORS, CARPETS, ENGRAVINGS, Mahogany DINING TABLE, CARD TABLES, SIDE-BOARD, WHATNOTS, Dinner, Dessert, and Breakfast SETS, GLASS WARE, PLATED WARE, Iron BEDSTEADS, WARDROBES, CHEST of DRAWERS, Marble-top WASH-STANDS, Toilet TABLE and GLASS, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*

1125 Hongkong, 20th July, 1875.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Mortgagees, to Sell by Public Auction, (if not previously disposed of by Private Contract), on

MONDAY,

the 26th July instant, at 4 P.M., on the Premises,—

The whole of INLAND LOT No. 13, (situate at the Corners of Aberdeen, Wellington, and Gage Streets), with the BUILDINGS thereon.

The whole Property will, in the first instance, be put up, and, if not sold, it will then be offered in the following Lots.

LOT 1.

A Large and Substantially Built DWELLING HOUSE, at present in the occupation of Mr. J. C. WILLAUME.

LOT 2.

The HOUSE adjoining Lot 1, now occupied by Messrs. HAJEE ALLY & Co. as monthly tenants.

LOT 3.

The Valuable Piece of BUILDING LAND lying between Lots 2 and 4.

LOT 4.

The 5 CHINESE SHOPS fronting Wellington Street, all let to substantial monthly tenants.

For Further Particulars, Plan of the Property, and Conditions of proposed Sale, apply to Messrs. ED. SHARP & TOLLER, the Vendors Solicitors, or to

CHAS. H. MORGAN, *Auctioneer.*

1092 Hongkong, 13th July, 1875.

FURNITURE SALE.

ENGLISH AND CHINA-MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, at the Residence of W. BOFFEY, Esq., No. 4, Seymour Terrace, on

TUESDAY,

the 27th July, 1875, at 2 o'clock P.M.,—

The whole of the HOUSEHOLD FURNITURE, comprising Green Rep-covered Walnut CHAIRS and COUCHES, CHIFFONIER with MIRROR BACK, MIRRORS, CHROMO-LITHOGRAPHS, CLOCK, ELECTRO-PLATED WARE, GLASS and CROCKERY WARE, Mahogany SIDEBOARD, WHATNOT, Iron BEDSTEADS, Lady's WARDROBE, Toilet GLASS, Dressing TABLES, &c., &c., &c.

Also,

1 Mahogany Cased PIANO, by B. H. LUNAN, made expressly for this Climate.

Catalogues will be issued, and the Furniture will be on view on Monday, the 26th instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

1126 Hongkong, 20th July, 1875.

PUBLIC AUCTION.

THE Undersigned has been instructed by Messrs. BIBLEY & Co., to Sell by Public Auction, on Board,

IN A FEW DAYS,

(The Postponement is owing to the interruption of the Cable between Hongkong and Yokohama.)

The First-class Iron Screw Steamship

"LY-EE-MOON"

of 611 20 Tons Register, built in 1863, by the Thames Iron Works and Ship Building Company as a Paddle Steamer, and thoroughly renewed and converted into a Screw Steamer in 1873, by Messrs. W. WALTER & Co., of London, and fitted by the Cuseburn Engine Company, of Newcastle-on-Tyne, with Direct Acting Engines, Compound, Surface Condensing Principle, of 160 Horse-Power, Nominal, working up to 800 H.P. effectual. Consumption of Coal (Takosima) about 15 Tons, speed 13 to 13½ Knots, Capacity of Bunkers about 160 Tons, Diameter of Cylinders 32in. and 62in. Length 272ft. 0in. Breadth 27ft. 6in. Depth of Hold 10ft. 0in., to Keel 18ft. 0in. Carrying Capacity 1,250 Tons weight and measurement. Passengers 1st Class, 26; 2nd Class, 12; 3rd Class, 40; Deck Passengers, 400. Draft with Passengers and Cargo about 12ft. 6in., or deeply laden, 14ft. 6in. Class, Lloyds 90 yrs. Liverpool 20.

This Steamer has very superior accommodation for Passengers, and is well found in Stores of all descriptions.

For further particulars, apply to Messrs. BIBLEY & Co., or to the AUCTIONEER, where Inventory and Plan of the Vessel can be seen.

TERMS OF SALE.—Half Cash on fall of the hammer, the balance on completion of Transfer. Expenses of which are to be borne by the Purchaser.

The Ship, with all faults and errors of description, to be at Purchaser's risk on fall of the hammer.

CHAS. H. MORGAN, *Auctioneer.*

1047 Hongkong, 3rd July, 1875.

JUST PUBLISHED AND FOR SALE.

"ROYAL 8VO., CLOTH GILT, PRICE $10.

PIECE-GOODS, YARN, and WOOLLEN TABLES, showing the Net Returns in Sterling for Shipments via the Suez Canal to China. Calculated with special reference to the Hongkong and Shanghai Markets and Exchanges. By W. KERFOOT HUGHES, Hongkong.

LANE, CRAWFORD & Co., *Hongkong, Shanghai, and Japan.*

3m 786 Hongkong, 22nd May, 1875.

Auctions.

NOTICE.

TO be Sold by PUBLIC AUCTION, unless previously disposed of by Private Contract, on

WEDNESDAY,

the 18th day of August proximo,—

The Small Screw Steamer known as the *"WATER-LILY,"*

as she now lies in this harbour.

This Vessel is almost new, and has just been fitted with very powerful Machinery, Speed on trial trip 8 to 10 knots, and is admirably suited for Towing purposes.

For Further Particulars, apply at AMOY DOCK, or to the Auctioneers.

C. GERARD & Co.

1m 1109 Amoy, 12th July, 1875.

NOTICE.

A YOUNG MAN (Englishman) desires an Engagement as CLERK in a Mercantile Establishment. He has had 3 years' experience in China. Good References. Address "CLERK," care of *Daily Press.*

1019 Hongkong, 1st July, 1875.

JUST RECEIVED.

GENTLEMEN'S FRENCH BOOTS.
PERFUME, from ED. PINAUD & Co.
SILK UMBRELLAS.
Double FOWLING-PIECES.
REVOLVERS.
DE SAINT MARGEAUX & CIE.'S CHAMPAGNE, Carte Noire and Carte Blanche, &c., &c., &c.

L. THEVENIN,
Temporary Address,
HOTEL DE L'UNIVERS.

1104 Hongkong, 15th July, 1875.

FOR SALE.

A FIRST-CLASS HYDRAULIC PRESS, working up to 225 Tons Pressure.

For Particulars, &c., apply to

GIBB, LIVINGSTON & Co.

662 Hongkong, 3rd May, 1875.

FOR SALE.

DWELLING HOUSES No. 1 and No. 2, St. John's Place.

Apply to

S. E. BURROWS & SONS.

653 Hongkong, 1st May, 1875.

FOR SALE.

CHAMPAGNE:—Very Superior Dry, ROPER FRERES & Co., Epernay, CARTE BLANCHE, in Quarts and Pints.

CLARET:—
Very Superior CHATEAUX LA ROSE.
Superior CHATEAUX LA GRANGE.

T. G. LINSTEAD.

319 Hongkong, 24th February, 1875.

JOHN SKINKER, SAN FRANCISCO CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

G. O. ROGERS, D.D.S., *DENTIST,*

No. 7, ARBUTHNOT ROAD.

tf 47 Hongkong, 1st December, 1874.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.

1909 Hongkong, 18th November, 1874.

NOW READY.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.

Apply at the *Daily Press* Office.

Hongkong, 1st February, 1875.

A. MILLAR & CO., PLUMBERS,

COPPERSMITHS AND BRASS-FOUNDERS, GAS-FITTERS AND BELL-HANGERS, QUEEN'S ROAD EAST, AND NULLAH LANE,

1499 Hongkong 23rd September, 1874.

NOTICE TO SHIP MASTERS.

OPIUM AND SPIRITS FARMS IN COCHIN-CHINA.

IN Pursuance of the Ordinances enacted by the Governor, Intimation is hereby given that Ship Masters have to make known at the Harbour-master's or Farmers' Offices, on their arrival in Saigon, any quantity of Opium or Spirits of any kind which may have been shipped on board of their Vessels, failing which they are liable to the Penalties specified therein.

(Ord. 5, Oct., 1871, Art. VII., XVI., XVII.)
(" 12, Sept., 1873, " XIII.)

Les Fermiers de l'Opium et des Alcools,
BANHAP & CIE.

Vu le Président du Conseil d'Admon.,
A. SPOONER,

6m 166 Saigon, January, 1875.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)

SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

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POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 944 Hongkong, 18th June, 1875.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

333 Hongkong, 1st March, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. D. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. [tf 835

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

Intimations.

HONGKONG HOTEL COMPANY (LIMITED.)

THE HALF-YEARLY MEETING of the Shareholders in the above-named Company will be held in the Hongkong Hotel on WEDNESDAY, the 28th July, 1875, at 3.30 P.M.

The Transfer Books of the Company will be CLOSED from the 17th to the 28th of July, 1875, both days inclusive.

By Order,

ED. BAKER, *Secretary.*

941 Hongkong, 17th June, 1875.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

NOTICE.

THE Transfer Books of this Company will be CLOSED from the 13th to the 27th inst., both days inclusive.

A. NEWTON, *Manager.*

263 1025 Hongkong, 2nd July, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL MEETING of Shareholders in the Company will be held at the CITY HALL, Victoria, Hongkong, on TUESDAY, the 3rd August proximo, at 3 o'clock P.M., for the purpose of confirming the Resolutions passed at the Extraordinary Meeting held this day.

By Order of the Board of Directors,

P. A. DA COSTA, *Secretary pro. tem.*

14d 1128 Hongkong, 20th July, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 12 %, per annum, or $4.50 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 23rd instant. Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,

P. A. DA COSTA, *Secretary pro. tem.*

1129 Hongkong, 20th July, 1875.

NOTICE.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

MR. WALDEMAR SCHMIDT has been appointed the Company's Agent in London.

By Order of the Court of Directors,

JOHN DUNN, *Acting Secretary.*

1076 Shanghai, 30th June, 1875.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE First Instalment of $100 of the Call of $500 per share, authorized by the Extraordinary Meeting of Shareholders held on the 21st ult., is payable on the 31st July instant, at the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, Hongkong.

Interest at the rate of 12 %, per annum will be charged against the holder for the time being of any shares, in respect of which the above-mentioned Instalment shall not be paid by the said 31st July.

By Order,

W. H. RAY, *Secretary.*

tf 1097 Hongkong, 13th July, 1875.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1874.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., *General Managers.*

4m 1021 Hongkong, 1st July, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED, IN LIQUIDATION.

ADJUSTMENT OF BONUS.

SHAREHOLDERS in the above Company are requested to furnish the *Undersigned* with a list of their Contributions for the year ended 31st December, 1874, and also for the current year, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged.

Returns not rendered prior to the 1st August next will be adjusted by the Undersigned, and no Claims or Alteration will be subsequently admitted.

ADOLF ANDRE,
F. D. SASSOON,
Liquidators.

1m 1015 Hongkong, 1st July, 1875.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled } CANVAS.
Long Flax
Crown

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

THE Undermentioned Firms have been appointed Agents for the above Company at the Ports named:—

London.....Messrs. GEORGE OROSHAW & Co.
Canton..... " DEACON & Co.
Foochow..... " WESTALL, GALTON & Co.
Yokohama..... " PAUL HEINEMANN & Co.
Hiogo..... THE NETHERLANDS TRADING SOCIETY.

By Order,

W. H. RAY, *Secretary.*

tf 833 Hongkong, 29th May, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %, on the premia.

EDWARD NORTON & Co., *Agents.*

tf 8 Hongkong, January, 1875.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON

ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

Intimations.

LUSITANO THEATRE, HONGKONG.

SIGNORA MARIA PALMIERI will give a Performance, under engagement,

THIS (SATURDAY) EVENING, 24th July,

Commencing at 9 precisely,

10 PIECES SELECTED FOR THIS OCCASION.

PRICES:

For One Person,.....$1.
For Boxes to hold 5 Persons,..... 8.
For Boxes to hold 4 Persons,..... 5.

Tickets can be had at the Store of Mr. J. M. GUEDES, Lusitano Club, and at the doors on the night of Performance.

1141 Hongkong, 23rd July, 1875.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"YESSO."

Captain Punchard, will be despatched for the above Ports on MONDAY, the 26th instant, at Noon, instead of as previously notified.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

3d 1143 Hongkong, 24th July, 1875.

WANTED,

A EUROPEAN to superintend the Working of Cargo-boats.

Address, by Letter, with References, &c., to "A.Z." care of the *Daily Press* Office.

tf 1133 Hongkong, 22nd July, 1875.

WANTED.

A EUROPEAN DISPENSER, one willing to go up the Coast if required. Address "J. K.," care of this Office.

1124 Hongkong, 20th July, 1875.

SEALED TENDERS, marked on the Covers "Tender for Ship," will be received by the Undersigned until Noon on THURSDAY, the 26th August next, for the Purchase of Her Majesty's Ship *Princess Charlotte.*

An Inventory of the Stores to be sold with the Ship, and of the Articles now on board which will not be sold with her, may be seen on application at this Office.

TERMS OF SALE.—Cash on acceptance of Tender, and the Ship, with all faults and errors of description, to be at Purchaser's risk from that time.

JOHN BREMNER, *Naval Storekeeper.*

H. M. Naval Yard,
Hongkong, 15th July, 1875. [1110

NOTICE.

ALL Persons having CLAIMS against the Estate of the late WILLIAM DROUGHT H

NOW READY.

THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is

NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875 has been further augmented by a

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OF A

PLAN OF VICTORIA, HONGKONG;

THE

FOREIGN SETTLEMENTS OF SHANGHAI;

A Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(*Designed expressly for the Work,*)

MAPS OF HONGKONG, JAPAN,

THE

SILK WORM DISTRICTS,

THE

ISLAND OF FORMOSA,

AND OF

THE COAST OF CHINA;

ALSO, THE

NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

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Shanghai	" HALL & HOLTZ.
"	" KELLY & Co.
Hankow and River Ports	" HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang	" HALL & HOLTZ and KELLY & Co., Shanghai.
Tientsin and Peking	" HALL & HOLTZ and KELLY & Co., Shanghai.
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Hiogo, Osaka	THE C. & J. TRADING Co.
Yokohama	Messrs. LANE, CRAWFORD & Co.
"	Mr. C. D. MORE, *Japan Gazette* Office.
Manila	Messrs. J. DE LOYZAGA & Co.
Singapore	*Straits Times* Office.
London	Mr. F. ALGAR, Clement's Lane.
"	" GEO. STREET, 30, Cornhill.
"	Messrs. BATES, HENEY & Co.
San Francisco	Mr. L. P. FISHER, 21, Merchants' Exchange.
New York	Messrs. S. M. PETTINGILL & Co., 37, Park Row.

Hongkong, 2nd January, 1875.

The Daily Press

HONGKONG, JULY 24TH, 1875.

A BRIEF telegram, elsewhere published, states that Lord DERBY announced in the House of Lords a few nights back that the Government had approved the appointment by Mr. WADE of two gentlemen to proceed to Yunnan to investigate into the circumstances attending the murder of Mr. MARGARY. Also that they are to start about the end of next month. The names of these gentlemen are not mentioned, but Messrs. GROSVENOR and BABER are, it is to be presumed, the individuals mentioned. It is of course, highly satisfactory to learn that the Commissioners have been selected; it is still more so to find that a time has been fixed for their departure for Momein; but why, in the name of common sense, has it been so long delayed? This is a question which has been for some time in the mouths of British residents in China.

The British Minister at Peking received tidings of the assassination of Mr. MARGARY and the attack on Colonel BROWNE's Expedition, we believe, on the 11th March, now more than four months ago, and what has done in the meantime? After a great deal of apparent delay, Messrs. GROSVENOR and BABER were selected to go to Yunnan, and after some very palpable hesitation the Peking Government appointed LI HAN-CHANG to accompany them thither and render assistance in prosecuting the enquiry. But there has been great reluctance shown by the Chinese Government to move in the matter at all. We can hardly believe that this unreasonable delay is of Mr. WADE's own choosing. Probably he waited for Colonel BROWNE's arrival in Shanghai; thinking it desirable to have a discussion with him before despatching the Commission to Yunnan. It is difficult, however, to account for the subsequent procrastination. The appointment of LI HAN-CHANG was made very late in the day, and there is reason to believe it was made under pressure. But why, now everything appears to be ready, is the Commission to be detained until the end of August?

This is a question not very easy of solution—at least, of a satisfactory one. Of course it may be more pleasant travelling in the autumn, but in a case like this comfort should be sacrificed to duty. Perhaps it is alleged that it is impossible for them to get prepared for the journey in less time. They ought to make it possible, will be the reply of most people. Nothing is to be gained, but much to be lost, by delay. To the Chinese Government it is valuable. Much can be done in four or five months. The authors of the tragedy of which poor MARGARY was the victim will have time enough to escape out of the country, and the officials of Momein opportunity to trump up a lot of baseless stories concerning the affair. It is, indeed, very improbable that the real culprits will be given up to justice. There will no doubt be some few men beheaded, and some officials cashiered, to be subsequently rewarded perhaps. But the instigators of the atrocious deed will not, it is to be feared, meet with their deserts. Much of this needless delay has doubtless been contrived by the cunning of Chinese statesmen. It is not pleasant to imagine these astute individuals laughing in their sleeves at the ease with which British officials can be put off. Neither is it consoling to reflect that the probabilities are that every preparation has in the meantime been made at Momein to hoodwink the Commissioners when they arrive at that treacherous town.

It is to be hoped, however, that the Commissioners are endowed with too much natural sagacity and shrewdness to be easily blinded or misled. The task confided to them is a delicate and a difficult one. It will need resolution and firmness to deal with. We trust Messrs. GROSVENOR and BABER will bring both to the inquiry. They must not allow themselves to be cajoled or diverted from their object. They have not only to secure justice for a great and unprovoked crime; they have also to vindicate the honour of their country. It is, then, of vital importance that they should concede nothing to the judgment of the Chinese officials by whom they will be surrounded. The chief if not entire responsibility will, however, rest upon Mr. GROSVENOR, if, as has been stated, he goes as chief of the mission, with Mr. BABER as interpreter. But there should have been at least two commissioners and two interpreters, in case of anything happening to one of them. No doubt the two gentlemen nominated for the purpose will do their best, and the chances are in favour of their reaching Momein in good health and without accident; but the contingency should, with due deference to the judgment of Mr. WADE, have been provided against. It would be exceedingly provoking if, through this cause, a fresh mission had to be fitted out. The departure of the commissioners has already been deferred an unnecessarily long period; further delay would be still more likely to militate against a satisfactory settlement of the difficulty. It is not yet too late to add two members to the Commission, and we trust that such a course will be decided on before it starts.

2

The steamship *Glenlyon*, instead of going to sea on Thursday evening, turned back at Green Island, and steamed over to Yow-ma-tee bay.

In one of the heavy squalls during the night of Thursday and yesterday morning, a very large branch was blown down from a tree in front of the Civil Hospital in Hollywood Road, completely blocking up that thoroughfare.

In consequence of the rain drifting into the large court at the magistracy yesterday morning each time a heavy squall passed by, the magistrate was driven into the small court, where it was found nearly all the doors had to be closed. The police courts were newly roofed a little time ago, but the weather yesterday morning and the night previous made the roof leak like a sieve, the water falling through on to the desks and tables.

The steamer *Kiukiang* arrived from Macao yesterday at 12 o'clock, and in consequence of a squall passing at the time and the steamer *Powan* being anchored too close to the end of the jetty, she let go her anchor before reaching the wharf. After the squalls were over, she got under weigh and came alongside the wharf by 1 o'clock. She left again at 3 o'clock for Macao. She reports having experienced rough weather coming across, a heavy sea rolling in from seaward. The strong winds and heavy squalls were, however, favourable for her, being aft. Warnings were given by guns at Macao on Thursday night to prepare for bad weather, and the *Kiukiang* went to the buoy and lay all night, where she experienced some heavy squalls.

The steamer *Powan* left the wharf for Canton yesterday morning at the usual hour. It had become quite squally at the time, and as she steamed away a very strong and sudden squall caught her port bow, when she became quite unmanageable, it being found impossible to steer her. She drifted broadside on and her starboard bow came in contact with the port light box of the steamship *City of Exeter*, smashing it up, but doing no further damage. In the lull she sheered off, headed in shore, and drifted down to the wharf again, where she let go her anchor. Some of the passengers, fearing a typhoon was coming on, took the opportunity of coming on shore again. The *Powan* started again at 1.30 p.m., as the weather appeared to be much finer.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

THE FLOODS IN SOUTH WALES.

LONDON, 20th July, 1875.

The floods in South Wales are subsiding, but further inundations are apprehended as the heavy rains continue.

THE YUNNAN COMMISSION.

In the House of Lords, the Earl of Derby announced that Mr. Wade had selected two gentlemen, approved of by Government, to start about the end of August to investigate the murder of Mr. Margary.

POLICE INTELLIGENCE.

23rd July.

BEFORE THE HON. C. MAY.

MARINE HAWKERS.

Yip Asun, the marine hawker charged on remand with the unlawful possession of a set of brass scales, was again brought up to-day, when it turned out that he impudently watched his opportunity and stole them from a pig inn a little distance from where he was apprehended. He was identified by Mr. Grey, of the gaol, as having been in that institution for larceny three times.

The prisoner was again sentenced to three months' hard labour, and to receive a flogging of ten strokes.

ASSAULT.

Fan Ako, a rice pounder, summoned his employer, Chun Achi, for assaulting him.

He was fined $1 for the assault.

STEALING A JACKET.

A widow woman named Leung Ayan was charged with stealing a silk jacket valued at $2, but as the prosecutor did not put in an appearance the woman was discharged.

RECOVERY OF FINE.

Mr. William Lapsley, sugar boiler at the East Point Foundry, was called upon to pay the fine inflicted by the coroner for his non-appearance at the inquest on the body of Lee Atai on the 12th instant.

The fine was paid into court.

ONE GLASS TOO MUCH.

Charles Sholte, watchman to Messrs. J. S. Hook and Sons, was charged by a woman named Chun Ayow with creating a disturbance in her house, because she refused to go to the Theatre with him.

Fined $1, and ordered to pay 20 cents for chair coolies claim.

WRECK OF A CANADIAN STEAMER. SUPPOSED LOSS OF FORTY LIVES.

NEW YORK, June 10th.

The steamer *State of Georgia*, which arrived here to-day, picked up a boat containing five seamen of the steamer *Vicksburg*, from Quebec to Liverpool, which sank on June 1st, having been stove in by ice the night before, 120 miles south-east of St. John's. The *Vicksburg* had a crew of sixty men, eight saloon passengers, and twenty steerage passengers. There were three women in the saloon and four in the steerage, in addition to the boat picked up by the *State of Georgia* another got away with the chief officer and thirty persons, and a third boat with the second officer and nine hands. These have not yet been heard of. The captain and all the rest on board went down with the ship. The rescued men saw no women in the boats. Another account says:—The Dominion Line steamer *Vicksburg*, which was sunk in the Atlantic by collision with an iceberg, had ninety-three persons on board—viz., seven saloon and twenty-five steerage passengers and a crew of sixty-one. Forty-four persons left the steamer in three boats, and forty-nine, including the captain, went down. One only of the boats, containing five of the crew, has hitherto been heard of.

THE CHINESE AND AUSTRALIAN WOOL.

A Mr. Monckton Synnot writes to the Melbourne *Argus*, under the above head:—"Some people are sanguine enough to believe the Chinese will eventually take a considerable portion of our wool. If they ever take to manufacture woollen fabrics, or to mix wool with their cotton or their silk stuffs, all Australia could hardly produce the wool China alone would consume. It seems to me a most short-sighted policy on the part of our Queensland friends to put obstacles in the way of Chinese immigration. These Chinese, which a narrow-minded section of the Queensland population would exclude from the colony, will in time, and no very long time either, be the means of introducing into their own country changes which Europeans could never effect without their assistance. They would prepare the way for European habits, customs, and arts. In the latter part of the last century they imported annually over 40,000 bales of raw cotton, and it does not seem such a wild idea to imagine these people being capable of learning and appreciating the value of making their own woollen fabrics.

I have often wondered some member of a Government so anxious to put people on the lands, though so determined to check or prohibit immigration, should never have thought of encouraging the Chinese to try what they could do in the way of turning the reedy beds along our rivers into rice-fields. Nature appears to have expressly designed these beds for some such purpose, and we have the Chinese at hand to carry out the design.

A few gentlemen, in connexion with some of the leading Chinese merchants now in Melbourne, have under consideration a project for starting a woollen factory, under English supervision, with Chinese labour, either in Canton or Hongkong. Probably the latter place would be selected as most suitable, being under British rule.

Should this scheme prove a success, or even be the means of favourably introducing the new material among the Chinese nation, the effect would be to give a wonderful impetus to our wool trade in the colonies. A war in Europe would be a matter of comparatively small consequence then than now, and, if last not least, the whole of the Australian wools would pass under the hammer here instead of in London.

The population of China alone exceeds by about one-fourth that of the whole of Europe, so that a close commercial connexion with them would lead to immense results to us.

If you think the subject of this letter worth space in your paper, I will trouble you again on some future day with a little more about the advantage a Chinese connexion would be to our wool-producing interests.

SHANGHAI.

A proclamation was issued a short time ago by the Che-hsien and posted up in the English and American settlements, warning the keepers of tea-shops against allowing singing on their premises, as it was not conducive to the good morals of the natives. Notwithstanding this notice, the proprietor of a tea-shop in Hongkew who found times very hard, and thinking that the Municipal Council, to whom he paid taxes, would protect him, hired a sing-song man, and until the other night drove a thriving trade in selling tea at twenty cash per cup; when a man who had imbibed too much samshoo rolled into the shop and insisted upon the sing-song gentleman being turned out. This interference was resented; blows very soon followed words, and fighting became general, cups and furniture being the weapons of warfare. The proprietor seeing how his worldly goods were flying called in the aid of the police and the man was locked up. This morning he was brought before Chen, who sentenced him to three days' imprisonment for his officiousness. The tea-shop keeper asked Chên to fine the man, so that the property destroyed might be made good; but his request was refused, as he had not obeyed the proclamation and deserved to be punished too.

It is a great pity that the talented author of 'A New Way to pay Old Debts' never had the advantage of adding to his experiences by a visit to China. The Che-hsien, it seems, having intimated to the Tao-t'ai that he still requires three days more in which to recover fully from his indisposition, one or two trifling cases have come before his subordinate; and one was of a really very comical nature. Two Chinamen—one of them a tea-merchant—had had some rather extensive dealings with each other, which resulted unfortunately in a difference of opinion as to in whose favour the balance appeared. The disputed charges, commissions, etc., amounted to the sum of Tls. 140 odd, and the party claiming it insisted upon the tea-merchant 'stumping it up' without further parley. The merchant however replied that he could not do so without going more carefully into the accounts, and begged his friend to wait until they could have a palaver about it and so come to some amicable arrangement. But the *soi-disant* creditor refused to listen to reason, and hiring six beggars, he instructed them to take up their position outside the merchant's hong and there to howl at him until they bowled him into paying the money in sheer despair. This, our readers may remember, is a practice which we enlarged upon some time ago in a leading-article dealing with some of the more peculiar characteristics of the Chinese. It would be rather a good idea when two firms have a dispute about an account-current for one partner to send a bevy of professional howlers to play a cats' concert outside the other man's drawing-room window. But the merchant in this case adopted a very honest and sensible plan. He went to the Che-hsien in charge, told him the circumstances of the case, and paid into his hands the amount in question, to be held in trust until the dispute was settled; whereupon the mandarin arrested the howling ones and gave them a thrashing that made them howl still louder on their own account. And there, for the time being, the matter rests.—*Celestial Empire.*

NEWCHWANG.

6th July, 1875.

On the 30th ult. the German corvette *Ariadne* arrived here from Tientsin, with Mr. Bismarck, Consul for the three Northern Ports, on board. She left for a cruise yesterday, and will, it is expected, in about eight days reach Chefoo, where she will remain for the summer months. The men seem a fine sort of fellows, and the only feeling we have on their departure is one of regret that they did not remain longer with us, that we might have known them better. On Sunday (4th July) we were all glad to see the *Millet* steam into port. We are again to have regular weekly communication between Chefoo and Newchwang—Captain Derks commanding the *Millet*. Although rain has been general in the surrounding districts, we have as yet only had a few showers in the settlement. It is much needed, and the market gardens have suffered very much from drought. There is little or nothing to report in the way of local news. Business is still dull, and there are only seven sailing ships in port. The best news we have of the banditti is that an engagement of some importance has taken place at or near to Ta-kou-shan (some 130 miles to the south-east of the city of Newchwang) in which the Tientsin troops had a decided victory, but in which they also suffered severely. There are said to be over two hundred of the banditti killed in this engagement, and we learn that the Chinese gunboat which we have been expecting here for some time has gone to Ti-ntsin, and taken thirty prisoners with her. The country round our port town is perfectly quiet. The *Millet* leaves for Chefoo at 2 p.m. with a full cargo, a good many passengers, and some specie. There is falling at present a delightful gentle rain which, as I have said, is very much needed.—*Correspondent Shanghai Courier.*

TIENTSIN.

July 6th.

In my last letter, I gave you information of an outrage which had been committed upon four students of the British Legation, and a student of the German Legation, Herr von Mollendorff, at a temple forty miles distant in a westerly direction from Peking. Previous to that attack, I have learnt, Dr. and Mrs. Bushell of the British Legation were stoned in the streets of Peking. On the 4th instant, Mr. Wacher, H.I.R.M.'s Consul at Tientsin stated publicly that he had just received tidings from Peking that Mr. Lousacy, the Chinese Secretary of the Russian Legation, while passing on horseback along a street in Peking which foreigners had been hitherto daily in the habit of traversing perfectly unmolested, he was attacked by Chinese, and knocked off his pony by a blow received from a brick thrown at his back. A few days ago the Rev. Mr. Barrodale and wife were pelted with mud by villagers when at a place about twenty miles distant from Tientsin. These undeniable facts prove to the foreign world that at present there exists amongst the Chinese populace, of this part of China, a hostile feeling towards foreigners.

If the Chinese Cabinet had been only endowed with common sense (together with the necessary honesty) to have promulgated to the people of China by an Imperial Edict, and by proclamations issued by the Governors-General of the provinces, that Mr. Wade, Her Majesty's Envoy, had the kindness and friendship to use his good offices to save China from getting into a war with Japan when she was quite unprepared to do so, we should not, *perhaps*, at the present hour be witness to the Chinese population every now and then committing outrages on British subjects and other foreigners in the north of China. I have, it will be noticed, said *perhaps*; for as everything in China is almost always contrary to what we see and experience in Europe, it may, after all, be quite probable that the committing of outrages on British subjects is the national Chinese manner of reciprocating benefits rendered to the Chinese people and the Chinese Government. This is a subject, therefore, which requires the attention and calm study of Mr. Wade, as a guide for his future policy in dealing in Chinese international affairs. It occurs to me pretty strongly, that if Mr. Wade would for once try an opposite policy to what he has hitherto good-naturedly pursued, his countrymen in China would be vastly benefited by it. The departure from Peking, while the Yunnan outrage is being discussed and remains quite unsettled, of the families of Mr. Wade, H.M.'s Envoy; of Mr. Mayers, H.M.'s Chinese Secretary; and of Mr. Hart, Inspector General of Customs—all men who are, in the minds of the Chinese populace at Peking, in a position to feel the pulse of the Chiefs of the Tsung-li Yamun, (and hence of the ministers of the Cabinet, as some of the chief members of the Tsung-li Yamun are also Cabinet ministers) in regard to their feelings towards the British government—has tended not a little to lead the populace at Peking to the idea that these officials foresee a war between China and Great Britain; and that fear has caused them to remove their families for safety from the metropolis of China. Imagining probably that the British Lion is at this moment at their mercy, they brute-like consider it the fitting time to maltreat British subjects at and near Peking.

I should have thought that when Mr. Wade considered it his duty to reside at Shanghai, where he is within a few hours' communication with Lord Derby, and where everyone can clearly see he ought to reside at this conjuncture instead of at Peking, he would have deemed it of importance for the interests of his country to leave Mr. Mayers, considered on all sides as the ablest official of the British Government in China, at Peking, where he could oversee and watch what was daily taking place, and from whence he could give his Chief correct information as to all passing events at the metropolis. In fact, this idea occurred to me so forcibly when Mr. Mayers passed through here on his way to Shanghai, that I could not avoid mentioning it. Although I pay no small attention to diplomatic and political events that are taking place in the North of China, yet I am at this moment unable to mention the name of the person left in charge of British interests at Peking; hence I cannot but infer he must be an insignificant individual. Mr. Mayers, on the other hand, has a wide reputation as an able British official; and he is the proper man in my opinion to be in charge of British interests at this moment at Peking.

I hear that Herr von Brandt, the German Minister, gives a hebdomadal banquet to the chiefs of the Tsung-li Yamun; which I may say is quite a new feature in diplomatic life in Peking. Being a bachelor, he can easily and conveniently forward the interests of his country in this manner. I further hear that the Chinese Government have made a large purchase to needle rifles from the Prussian Government, which they (the Prussian Government) no longer require, as they have armed their forces with a new kind of rifle superior to the needle.

A short time back I was told that Mr. Hart, Inspector-General of Customs, when last at Tientsin, arranged with Li Hungchang for the purchase of fifty or sixty large Armstrong cannon. I have further been told that Herr von Brandt sent a letter to Mr. Avery, the U.S. Minister, expressing it as his opinion that Mr. Sheppard had acted properly in not allowing Mr. Twinem, the Commissioner of Customs at this port, to sit with him when investigating the *Shantung* steamer collision case.

On the 4th instant, his Excellency Ting Jih-chang sent his cards to the Consuls at this port, informing them he had arrived, but was too unwell to call; which meant that he had arrived and was prepared to receive their calls.

July 10th.

About half-past seven o'clock on the morning of the 8th instant, we could see, from the British Settlement, the S.S. N. Co.'s steamer *Shantung* coming up the east reach of the river, and flying a national flag at the fore, which we had never before seen in the Peiho. On the *Shantung* reaching the anchorage and on our seeing his Excellency Dr. Elmore, the newly appointed Minister of Peru to the Court of Peking, standing on the deck, we became aware that the national flag which was flying over his head was the flag of the ancient land of the Incas. Soon after the *Shantung* had been moored, Mr. John A. T. Meadows, interpreter to the Peruvian Legation, was to be seen going on board to call on the Minister; and we suppose to welcome him back to the metropolitan province of China. Dr. Elmore shortly afterwards landed, and accompanied by Mr. Meadows, proceeded to the U.S. Consulate, to reside with Mr. Consul Sheppard. Mr. J. Benavides, the Secretary of Legation, and Mr. A. Benavides, attaché to the Legation, took up their quarters at the Astor House. During the afternoon of the following day, Dr. Elmore called on his Excellency Li Hung-chang, the High Commissioner for Foreign Affairs; and we have been given to understand that the latter will return the Peruvian Minister's call to-morrow forenoon.

In the Peking *Gazette* of the 6th instant, it is announced that the Emperor had, on the 3rd instant, repaired to the K'wan-tsh-teen temple to offer up his prayers; we may consequently conclude that His Majesty is in the enjoyment of good health.—*N. C. Daily News.*

MOUKDEN.

June 25th, 1875.

The capital of Manchuria has got accustomed to the native energy of the Tartar General, and business goes on as of old. The city is however in a state of siege, though it does not know it. There is a law which has long remained dormant, to the effect that every inn register the name, designation, and home of every guest; that each house hand in a correct schedule of the precise number of its inmates; and woe to the house which is found to contain more than the scheduled number, if unable satisfactorily to account for the additional inmates! For at present there is no Habeas Corpus Act, innocent domiciles being daily visited at the most unexpected times and in the most unexpected manner. For some days reciters of history, singers of songs, retailers of small wares, were forbidden to appear on the streets, as it was reported that among them were some who should be elsewhere.

Upwards of a thousand infantry from Tientsin *via* Newchwang marched hither to join over two thousand cavalry which had travelled overland. The united forces, as announced on a large poster, departed under General Ch'en for Tung Kou-tan (East Gorge), a gully not far from the Corean Gate, defended on one side by the river Yang, on the other by inaccessible mountains, whither the robbers of Manchuria have retreated to make a desperate stand for life and liberty. That place has long been the Whitechapel of Eastern Manchuria, whither men of desperate fortunes retired from duns and bailiffs and enlisted with the free lances. Latterly a small village and community have established themselves there, where now lies the last chance of the robber fraternity.

An incident occurring the other day shows the robbers are not to be caught napping. An active intelligent-looking man, passed sitting on a cart, with the usual sword-shaped board sticking up behind him proclaiming his crimes. Half a dozen soldiers sat with him. He was surrounded and followed by at least a hundred armed horsemen displaying the scarlet trimmings of Li Hungchang's troops and the grey of Sin-min-tun. This man of middle age with his son were pounced upon on the preceding evening in a small inn. The register indicates their home to be near Tung Kou-tsu. On being questioned they gave confused and unsatisfactory replies. Brought before the magistrate the Chinese mode of examination elicited the confession that they had come in order to discover the movements of the troops. The elder was decapitated, the younger remanded. Such is the history of all apprehended robbers. If brought in early in the morning, examination and execution are over before night; if in the evening they are respited till next morning. Though robbers were ten times more formidable, a western mind could never consent to the cruelty of apprehending the wife and being her in to witness against her husband, sitting on the same cart with him, as I saw on the day the spy was executed.

In one small road-side inn the village schoolmaster was in his glory, surrounded by a large and eager group of peasants, some squatting on the kang, others standing on each side, one having the honour of holding a candle, as the great man, with the eloquence and dignity becoming his position, first read, then expounded, two huge proclamations of the Tartar General; one to the effect that all the villages henceforth should be mutual Insurance Societies against thieves or robbers, the house attacked giving an alarm which must be at once attended to by the whole village, and it need be by several villages; all families throughout the land to hand in a correct register to the nearest bien; and all villagers, and especially the headmen, to make particular enquiries into the character and calling of every new arrival. If there should be any robber willing to repent of his wickedness, by repairing to the capital he may have his offences pardoned, and he will be put in the way of securing merit and condoning past offences, by being set to hunt up his old comrades, with whose haunts he cannot but be acquainted. The other proclamation informed the people that the Governor-General had notified all mandarins and governors on the way to Teng-whang-chung that a force of three thousand odd men was despatched, besides three hundred odd baggage carts. The magistrates are commanded to furnish the necessary carts, though it is a hardship for the people busy with field-work, enjoined to take no cart without giving the common rate of wage, and to be sure to hand the peasant all the money charged against the government at Moukden. It was doubtless owing to this proclamation that carters were found everywhere delighted at their earnings in transporting the soldiers, for no proclamation of the new Governor is allowed to remain a dead letter. The innkeepers on the road who kept their inns open say that though the solders paid less than half ordinary charge, their loss was compensated by the "business" traveller, even taking into account torn windows and broken benches. The people are to pay an additional tax for the Tientsin soldiers who have been called in, because the native soldiery was of "no use," preferring to dine at one village when hearing of robbers in the next. Now that all the robbers are banded together on the confines of Corea, we can see that their numbers are less than their noise. This we might have expected, for their rule is to go in bands of from three to twelve, though sometimes they number a hundred. The natives invariably magnify both the number of and danger from the robbers. I am told that on the more frequented routes they ease men of silver, with the cry of "the white, the white," of opium, of very fine horses; never of any merchandise. Very rarely indeed do they murder. It looks as if now we were about to hear the last of the outlaws, which will be satisfactory to foreigners, though danger to them in person or purse has been infinitesimal.

This year there is probably more poppy in flower than ever before in Manchuria. It does not hide its gaudy beauty in nooks and corners as it used to, but displays its white and scarlet in innumerable patches by the road sides. Already (latter half of June) men and women are busy collecting the syrup. By the time the Anti-opium Society makes an impression on stolid England, the Indian dealers will be more willing than at present to lend an ear, for with the removal of restriction against native growth, the demand for Indian opium cannot increase, for the number of smokers is now about a maximum. Everywhere I hear it stated that more than a third of male adults are smokers.

The Roman Catholics had collected material for building a church outside the south gate; the Governor, while granting permission to teach, forbade the proposed building. This re-started a thought which has pretty often entered my mind, that the greatest difficulties of foreigners in China will date from the day when her rulers are righteous, and more patriotic than selfish. The feelings of Li Hung-chang are well-known, and he is popularly regarded as a thorough patriot. It may be the interest of the Chinaman to submit even to indignity, but interest alone does not always dictate the foreign policy of more civilized nations.—*Correspondent of Shanghai Courier.*

CLEVER CAPTURE OF TWO DESERTERS AT SHANGHAI.

A clever capture of two deserters from the U.S. gunboat *Saco*, now at Yokohama, was made in this Settlement on the 13th instant. Among the items of news copied into the *N. C. Daily News* from the *Japan Herald*, received by last mail, was one to the effect that a ship's corporal and a seaman had stolen a considerable sum in dollars, deserted, and had not since been heard of. This put the authorities at the U.S. Consulate here on the alert, and the Marshal, Phœnix, with P. C. Boyson, of the Municipal Police, kept a look out for arrivals from Japan. On board the next Mitsu Bishi steamer, the *Tekasago Maru*, two men were found whose appearance excited suspicion that they were the runaways. They were accordingly arrested, when they gave the names of Frank Moore and Henry Rogers, both afterwards found to be fictitious. On the way to the Consulate, the one calling himself Rogers asked what he was arrested for, and was told by Boyson that he would know in due time. He hesitated a moment, and then said, "I suppose it will be two years for us," adding that he had had the custody of the mess money on board the *Saco*, and asked leave to go ashore, was refused, and then made up his mind to desert, which he did, taking the mess money with him. Afterwards, at the other prisoner's persuasion, he left Yokohama for Shanghai. Their real names are Nathaniel Sprague and Henry Tweaton. The man Meyers, who was recently convicted of obtaining goods by false pretences, had also served on board the *Saco*; and on the two men being taken to the cells, they were, to their great surprise, greeted by their real names by their former shipmate, whose incarceration was previously unknown to them. They are remanded for communication with the U. S. Naval authorities.—*N. C. Daily News.*

GREEN TEA.

A correspondent of the *N. C. Daily News* writes as follows:—Not being a tea-taster, myself, I have some diffidence in writing on this subject. But as one interested in the article, and an examiner into statistics, I cannot help expressing astonishment at the continuation of that extraordinary confidence in some unforeseen favorable contingency turning up to help out almost reckless operations, which, repeated over and over again, has already nearly ruined Shanghai, and is once more exemplified in the opening of the Green Tea market.

Although, as I said before, I am interested in Green Tea, I know nothing about it practically, so far as valuing and tasting is concerned, and am ill adapted to express an opinion on the subject; yet, as an outsider, regarding it merely as a question of figures, I affirm the prospects of Green Teas are as gloomy as it is possible for them to be. With regard to America, it is difficult to arrive at any accurate data of the real position either as regards consumption or stock, and the unprecedentedly low prices ruling can only be taken as an index of the latter being greatly in excess of the former. But with the English market the position of things can be gauged to a nicety. By the English circulars of May 1st, the stock of Green Tea in the United Kingdom was ..... 7,250,000 lbs.
And the amount on the water ..... 2,250,000 "

Making in all ..... 9,500,000 lbs.

In 1874, the total deliveries of Green Tea in England were 9,554,529 lbs.; so that there was on May 1st in stock and close at hand no less than *One Year's Supply*. The *Venetia*, which takes the first new teas of this season, will (with her last year's passage) arrive on the 5th September, when the market will be loaded with the incubus of 6,300,000 lbs., or eight months' stock. Of course, auction sales will be the order of the day. Every one sells Greens by auction now. If one person does it, everyone must do so for their own protection; and as I hear most of the settlements now taking place are for the English market, it is difficult to guess *how bad* things may be when they arrive. Even if the monthly export can be kept down to 800,000 lbs., the stock will remain the equivalent of eight months' supply, which is enormous. When the New Congous arrived last week, the stock of Old Congou must have been under three months' consumption, and yet they were selling at as low prices as have been current for years; while New have met with by no means a favorable reception. How then can there be any hope for the future of Greens? To put Green Teas in as favorable position as Congou, it would be necessary that shipments to England during the whole season should not exceed 5,000,000 lbs.

The consumption of Green Tea in England is also falling off alarmingly, and a still worse feature is that it has not been stimulated in the least by the low prices current last year. Deliveries for the last four years have been—

in 1871	11,413,046 lbs.
" 1872	11,521,000 "
" 1873	10,151,000 "
" 1874	9,554,529 "

Ten years ago, that is during 1865, they were 17,122,699 lbs.

Experts tell me that, in the face of all this, opening prices are 20 per cent. over actual prices now ruling in New York and England, and that the quality is not anything remarkable. If this is the case, I can only repeat my expression of surprise at the infatuation which seems to have seized upon Shanghai in all its operations.

If I am wrong in my statements, or have exaggerated the adverse position of things, I shall be glad to be set right.

STEAM LAUNCH FOR LAKE NYASSA.

The trial trip of the steam launch *Ilala*, built by Messrs. Yarrow & Co. for Lake Nyassa, took place recently. This little vessel is intended for the use of the industrial mission about to be established upon Lake Nyassa in honour of the late Dr. Livingstone. The mission will be worked upon the plan which has been so successfully worked by some of the German missions, namely, that it is worse than useless endeavouring to Christianise a negro until you have first civilised him. A party of eight white men, under the leadership of Mr. Young, whose name is well known in connection with Eastern African river work, will start shortly, and proceed up the Nyassa, where they will take to pieces the *Ilala* and have it transported to Lake Nyassa, will then put it together again, and will establish an industrial mission on the lake. If the little colony succeeds a clergyman will in the course of a year or two go out, and take charge of it, but the first objects are to encourage industry and trade. The *Ilala* is named after the place at which Dr. Livingstone died, and the expenses of the mission have been contributed by collections in the Scotch churches, irrespective of sect. Her engines work up to an indicated power of 20 horses; her speed is ten knots an hour, with a consumption per hour of one and a half hundredweight of wood. Her length is 50 feet, with a breadth of beam of ten feet; her draught of water is 5½ feet. She is made to be taken to pieces, and subdivided into packages, none of which will exceed 100 lbs. in weight. To carry the pieces across the portage no less than 400 natives will be employed. We think that she might have been made rather smaller with advantage, but the Nyasca is a large and stormy lake, and it may be that the mission will have to take shelter on board her in case of attack. Her trial was in every way successful; the engines worked easily and smoothly, and the speed was fully up to the promised standard. She reflects much credit upon her builders, and it is to be hoped that the mission for which she is intended will do more to civilise and Christianise Africa than any of its predecessors have done."—*Standard.*

THE LIABILITY OF CARRIERS BY SEA.

The *Times*, commenting upon the judgments given in the two recent actions to recover damages for loss of luggage from shipping companies, says on the whole it seems that we must look to the Legislature, and not to the courts, to determine the liabilities of carriers by sea. The House of Lords, as at present constituted, is eminently trustworthy in expounding the law which has been decided, but it has been sometimes suspected of a timorous and narrow spirit which shrinks from enunciating principles, and prefers to take refuge in particular issues. The reasoning expressed the other day by Baron Bramwell with his usual vigour is not satisfactory. It is far too absolute and sweeping in its terms. It is no doubt important to strengthen habits of individual watchfulness and self-reliance, but if any class of cases is presented to us where the operation of the principle of *caveat emptor* involves a large expenditure of troublesome and indirect action, the necessity for which may be avoided by the operation of a positive law, there is a considerable balance of advantage in such legislation. Irrespective of the question whether individual passengers can bargain upon anything like equal terms with great carrying companies it is quite sufficient for us to see that it is simpler and easier and more advantageous to the community to provide that such companies shall not be at liberty to stipulate for freedom from the consequences of their own negligence. Can any one pretend that there is any damage done to the principle of self-reliance in a rule requiring the conductor of a given trade to observe what may be called the working duties of his occupation? Whatever may be said of the policy or impolicy of supervising any particular calling, we can have no doubt of the expediency of imposing upon those who pursue it the natural penalties for negligence in carrying it on.

MARINE INSURANCE.

From an article published in the *Investors' Guardian*, recently, it would seem that marine insurance has within the last year or two ceased to be a profitable business, and that a great number of the principal companies have in the last three years been called on to pay for losses more than they have actually earned. The present market values of sixteen of the chief companies which are given in this article shew, with one exception, a falling off of 50 to 100 per cent., or in some cases even more, as compared with 1871. The writer goes on to say:—From the accounts of fifteen companies we have recently analysed, it appears that upwards of seven millions sterling have been received in premiums on marine business during the years 1872, 1873, 1874, while the losses settled, and yet to be settled, and the expenses of management calculated on the basis and experience of previous years, will exceed that sum by £1,000,000. It is well known that the companies who are not subject to the Limited Liability Acts, and who do not publish accounts, have suffered heavily, and private underwriters at Lloyd's and elsewhere have not escaped. It will be within the mark, therefore, if the united losses on marine insurance business in London and the outports are stated at three millions sterling. Naturally enough this condition of matters has excited much discussion in the insurance world, and numerous suggestions have been made with a view to place the business on a sounder basis. On one point there is great unanimity, namely, that notoriously bad risks will have either to be refused altogether, or so taxed that those insured will be compelled to effect a reparation in the business they offer. Unhealthy competition has reduced premiums to a point clearly below the paying margin, and how the underwriting associations on the Continent, who even underbid the losing rates in this country, will fare during the next twelve months or two years is a matter of some anxiety to their friends.

A ROMANCE IN REAL LIFE.

A romance in real life, though but the humble love story of an ostler and a maid-servant at a beerhouse, was related at the county police-court, Manchester, and proved to be a remarkable illustration of

"CAPTAIN BOYTON ANTICIPATED."

Mr. Alfred Smee writes to us:—"The use of inflated bags of air for the purpose of crossing the water is even more ancient that your correspondent contemplates. Among the Nineveh marbles in the British Museum there is a bassorelievo showing the manner in which the Ninevites crossed the water. An inflated bag, probably made of the skin of an animal, is strapped round the body immediately above the hips, and on this bag the man supports himself, while he propels himself with his hands. At the other end of the bag, which extends to his chin, there is a mouthpiece for inflation. I have figured this interesting relic in my Instinct and Reason (plate 10, fig. 20), to show how the Caucasian race, from the earliest periods of history, had a knowledge of the properties of matter, and a capacity to employ it for their various purposes."—*Times.*

A RELIC OF THE LAST SIEGE OF PARIS.

A relic of the siege of Paris is noticed in an article in the *Journal de Provins*, which states that one Vanot, a fisherman of the village of Vimpelles, lately dragged up in his net a globular tin box of light construction, and on opening it with a knife found it full of letters. It was of course a relic of the vain efforts made to communicate with the inhabitants of the invested capital by floating mails down the Seine. Those that the current bore were for the most part captured at the barrier the Germans formed for this purpose in their lines at Villeneuve St. Georges, but this one was probably overweighted from the first, for it had evidently not sunk from any leakage. Vanot, the finder, discovering the enclosures to be perfectly dry and in good order, carried the globe home to show his neighbours; and the letters, some five hundred in number, were for some time freely distributed about and read by all the curious eyes of Vimpelles. The affair, however, presently got to the ears of the police, who at once made domiciliary visits on Vanot and his friends, and carried off all they could recover to Provins, whence they were remitted to the post-office of Moulins, in the department of the Allier, where they had been originally stamped in 1870, and which is now forwarding them to the addresses in Paris to which they were directed.—*Pall Mall Gazette.*

DOGS IN PARIS.

The "friend of man" appears to swarm in great profusion in Paris. 65,782 dogs, or one to every twenty-eight inhabitants, are duly returned by their owners in view of fiscal regulations. As, however, the revenue officers are sure of the existence of several thousand unacknowledged dogs, the sum total of these intelligent animals may be safely estimated at 70,000. The "doggiest" districts of the French metropolis are the 18th, Clignancourt, la Chapelle; the 11th, St. Ambroise, la Roquette; the 10th, Porte Saint Denis, Porte Saint Martin; and the 9th, Chaussée d'Antin. The character of the local dogs varies of course with the wealth, the social position, and habits of the inhabitants of each district; watch dogs, sporting dogs, and dogs of all trades being more numerous in the poorer neighbourhoods than fancy dogs. Fashionable dogs are chiefly dwellers in the eighth arrondissement (Champs Elysées, Roule, Madeleine), which owns to 2,935 fancy dogs. Many of these have pedigrees and are supposed to be "worth their weight in gold." The French writer who collects these statistics declines the invidious task of estimating the cost at which Paris maintains her 70,000 dogs, and confesses to feeling considerable sympathy with a beggar who, the other day being rebuked by an official for keeping a dog while he himself was fain to seek relief at the Bureau de Bienfaisance, replied indignantly, "What would you have me do? When I divide my crust with that creature he looks at me so that my bread seems less dry. You give me bread, my dog gives me cheese. God bless him and you, Monsieur le Maire;" a remark which caused the dog to wag its tail violently in token of approval as the beggar marched off. It must also be remembered that in the not impossible event of another siege of Paris 70,000 dogs would form a valuable aid to the subsistence of the inhabitants of that gay city, who have shown themselves equal to eating even rats on an emergency.—*Pall Mall Gazette.*

RELIGIOUS INTOLERANCE IN CRETE.

Great excitement prevails in Crete owing to the election of a Jewish representative to the Assembly. Christians and Mahommedans are equally indignant at this innovation, and urge that his election is a breach of the constitution, which contains no provision for Jewish representation. There are, it is alleged, only forty Jewish families in the island, and none of them have any vested interests in the country. The deputies also complain that it is unjust to confer a privilege on these few families which thousands of Christians at Canea and elsewhere have for years claimed without avail. A protest has been addressed on the subject by telegraph to the Porte. No answer had, however, by latest accounts, been received to this remonstrance, and as in the meantime many of the deputies abstain from taking part in the meetings of the Assembly and even threaten to resign their seats unless their unwelcome colleague is sent about his business, it seems by no means improbable that the Jew will soon have the House all to himself and be left master of the situation. Religious affairs appear to be altogether in a mess in Crete. Some little time ago two Christians in that island were sentenced to banishment for scoffing at the Mussulman faith. They were embarked on a sailing ship for Barbary; the vessel, however, was wrecked on the rocks of Grabusa, and the two exiles, although loaded with chains, were saved, while several other persons were drowned. They have since been re-embarked for Africa, in company this time with a Mussulman of Yorupetra, who has been found guilty of speaking in insulting terms of the Christian religion. This, it is alleged, is in strict accordance with an order from the Porte. On the other hand, the Christians and Mussulmans profess incredulity as to the existence of any such order, and maintain that until it is made public they have a perfect right to revile each other's faith in like manner as they are now engaged in reviling the faith of the Jews. If these latter retaliate the members of all the persuasions in Crete will be liable to banishment.—*Pall Mall Gazette.*

THE EPIDEMIC IN FIJI.

Judging from the account given by Lord Carnarvon on the 10th ulto. in the House of Lords, there seems only too much cause to fear that the recent outbreak of measles in the Fiji Islands has resulted in a very grave calamity. The statement that 50,000 natives had died is most probably an exaggeration, since that number would mean about 20 per cent. of the total population, a rate of mortality altogether without parallel in so short a time. Owing to the difficulty of communication between the numerous islands forming the group, and the absence of postal facilities, any calculation of the number of deaths could not be other than a very rough approximation indeed. During times of panic people are invariably predisposed to over-estimate the extent of disasters, especially when these latter chance to be of an abnormal sort. Nevertheless, after making all allowance for exaggeration, it is impossible to doubt that the last-acquired dependency of Great Britain has suffered a terrible calamity. What makes the matter worse is that our new fellow-subjects will be certain to attribute the evil to English agency, there being little question that it was introduced into the islands by some vessel manned by Europeans, if not by one of her Majesty's ships. Drawing their own conclusions from this fact, the superstitious natives will be apt to attribute the outbreak to a deliberate design on the part of their new rulers to exterminate the indigenous races, in order to gain the lands of the latter without cost. Of course this foolish notion will disappear after a time, when the justice and benevolence of our rule come to be recognised and appreciated. But as such change of opinion might not occur for many years, some means should be at once taken to prove to the natives that England had no wilful hand in this disaster. Perhaps this might be most speedily and effectually done by opening a subscription list in London for the relief of distress consequent upon the outbreak. Ignorant savages such as the Fijians attach little weight to words of sympathy, however warm. But if a considerable amount of money was divided among the chief sufferers, to aid them in procuring labour for their cotton and sugar plantations, their instincts would soon acquit the mother country of deliberate design in introducing the disease. For, they would argue, if England had done so, would she not have sought to increase the disaster by all the means in her power, instead of paying heavily out of her own purse to lessen its effects?—*Globe.*

LONGEVITY IN ENGLAND.

The mortality returns for England in the year 1872 record the death of 195 men and 433 women registered as 95 years old and upwards when they died. Twenty-four of the men had reached 100 or upwards, and one, who died in Morpeth workhouse was registered at the great age of 111 years. Of the women, 51 had completed a century of life or more, and two had attained the age of 107 respectively. One of these died at High Wych, near Sawbridgeworth, in Hertfortshire, and the other at St. James's road, Islington. Of the 75 persons registered as 100 or upwards, nine died in London, their respective ages being as follows—two 101, two 102, one 103, two 104, one 105, and one 107.

THE NEW AUSTRIAN GUN.

The Vienna correspondent of the *Eastern Budget* says that the trials with the steel-bronze gun of Major-General von Uchatius have so far produced the most favourable results. The first gun experimented upon, after firing 2,000 shots and having a projectile exploded in its barrel, was not damaged to any material extent, and 800 shots more have since been fired without causing any injurious effect to the gun. Out of ten other guns which have been constructed since the trials began, the Artillery Commission selected two, which have fired 1,500 shots without being injured in the slightest degree. It should be added that these shots were fired in rapid succession; 150 shots were fired on each day with such rapidity that the guns became heated up to from sixty to eighty degrees Réaumur, and had to be covered with damp cloths. Even the best Krupp guns are permanently enlarged by such rapid firing; but no such result was perceptible in the Uchatius gun. The Artillery Commission will send in its report at the beginning of June, and the War Office will then finally decide as to the adoption of the gun for the Austrian Army. The decision, however, will probably not be given until the autumn.

H.R.H. IS ENGAGED.

The Arctic Expedition is about to set forth. If the good wishes of the nation are realised Capt. Nares and his gallant officers and seamen will have a prosperous and triumphant voyage. It is, however, a bold and perilous enterprise, and success is uncertain. But whether the great geographical problem is or is not solved, Captain Nares and his companions will have to endure hardships that try the courage and the endurance of the bravest and strongest men, and to imperil their lives.

Such an expedition must deeply interest the Queen, and we regret that her Majesty could not, before her retreat to Balmoral, inspect the *Alert* and the *Discovery*. The gracious attention of the Sovereign would have delighted the crews, and it would have been often spoken of during the voyage and during Arctic night. We are confident that the Queen would have paid a State visit to the Arctic ships if she could have done so. As we are all aware, her Majesty is not strong, and after holding two drawing-rooms it is desirable that she should instantly seek repose in her Highland home. Much as her gallant seamen would have appreciated the royal condescension, they would have been truly sorry if the Queen had incurred the risk of a headache for their gratification.

The Mayor of Portsmouth invited the Prince of Wales and the Duke of Edinburgh to the farewell banquet. Both their Royal Highnesses expressed regret that previous engagements compelled them to decline the invitation.

We are of opinion that previous engagements should have been set aside, and that the Prince of Wales should have attended. When we consider how indefatigable the Prince is in attending charity dinners, regimental dinners, City dinners, and all sorts of dinners and parties, we are surprised that he refused to be present on a national occasion.

But what are we to think of the Duke of Edinburgh's refusal? His Royal Highness has been most liberally treated by the country. He has a large English pension, although he is the heir to a German Dukedom, and will some day leave England to reside on the Continent. He took a fancy to—or thought he had a fancy for—the sea. He was trained in seamanship at the public cost. When he was old enough to enjoy the trip, he made the voyage round the world in a splendid man-of-war. Of course such a voyage was very costly and of no public utility. But the taxpayers did not grumble. They did not grudge the heavy cost of gratifying the whim of "the Sailor Prince." It was an agreeable voyage. At whatever port the *Galatea* stopped, his Royal Highness had a grand reception. When he was tired of his frolic on shore, he returned to the *Galatea* and amused himself with whist, fiddle-playing, and so on, until the next port was reached. His Royal Highness was promoted on his return, and is now receiving naval pay. It is not much, but his Royal Highness is not too proud to accept a trifling addition to his ample income.

The Duke cannot compensate the country for the cost of his naval freak. If we were at war he would not be trusted with the command of a gunboat. He is an ornamental sailor, just as the Prince of Wales is an ornamental soldier. It is, however, somewhat vexatious to find that his Royal Highness will not do his duty as an ornamental but well-paid sailor. A national expedition is about to sail, and his Royal Highness will not attend the farewell banquet to the officers. He is engaged. He is going to a dinner, or to a cardparty, or to a ball, or to tune and scrape his fiddle at a concert. It is true that his Royal Highness can get nothing more out of the British public. He will not lose a sixpence by treating the British public with contempt. The heir-presumptive to the Grand Duke of Saxe-Coburg Gotha has squeezed his British orange dry. But it is not precisely to ignore past favours, some of which he will enjoy as long as he lives. A journey to Portsmouth would not have been a too great acknowledgment for the money wasted over his sea whim, for his handsome pension, and his unearned pay.

Captain Nares and the officers and seamen of the Expedition will not have cause to regret that "the Sailor Prince" did not condescend to be present at the banquet. And, as we have remarked, the heir-presumptive to the Grand Duke of Saxe-Coburg Gotha has no more pecuniary interest in being civil to the British public. The British Parliament will not increase his pension nor pension his children. The Duke of Edinburgh follows the example of the crossing-sweeper, who was "never civil for nothing."—*London Figaro.*

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/0½
Bank Bills, at 30 days' sight, 4/0¾
Bank Bills, at 6 months' sight, 4/1½
Credits, at 6 months' sight..... 4/1¾
Documentary Bills, at 6 months' sight 4/1¾
ON BOMBAY.—Bank, on demand 224
ON CALCUTTA.—Bank, on demand 224
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

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Union Insurance Society of Canton, new shares—$50 per share premium, nominal.
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China and Japan Marine Insurance—Tls. 90 per share.
Chinese Insurance Company.—$192 per share.
Hongkong Fire Insurance Company's Shares—$487½ per share.
China Fire Insurance Company's Shares—$134 per share.
Victoria Fire Insurance Company's Shares—$162 per share.
Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—17 per cent. discount.
Shanghai Steam Navigation Company—Tls. 65 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$55 per cent. discount.

SALES ON JULY 23RD, 1875.

As reported by Chinese.

White Sugar, 450 bags, at $5.45, by Tackmee-hop-kee to local trader.

White Wax, 2 pieces, at $85.60, by Kwong-fook-wo to travelling trader.

Stockfish, 150 bundles, at $5.80, by Kwong-fook-wo to travelling trader.

American Flour, 50lbs., 2,000 bags, at $1.22, by Kwong-tang-tai to travelling trader.

Almonds, 4 bags, at $24.00, by Kwong-wo-cheung to travelling trader.

Vermicelli, 70 bags, at $6.25, by Kwong-wo-cheung to travelling trader.

Melon Seeds, 20 bags, at $6.00, by Kwong-wo-cheung to travelling trader.

Black Peas, 2,000 picals, at $1.65, by Kwong-wo-chsung to travelling trader.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Despatched
LONDON *via* SUEZ CANAL	Sirpedon (str.)			Butterfield & Swire	On or about 26th inst.
Do.	St. Andrew's Castle	Malcolm	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Osaka	Lowe	Whampoa	A. MacG. Heaton	Quick despatch.
NEW YORK	Faith	D. Lloyd	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO	Hollander	Van der Eb	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Matilda	Carver	Hongkong	Rozario & Co.	Quick despatch.
Do.	Messenger	Gilkey	Hongkong	Rozario & Co.	Quick despatch.
Do.	Conquest	Small	Hongkong	Rozario & Co.	Quick despatch.
Do. *via* YOKOHAMA	City of Tokio (str.)			P. M. S. S. Co.	On 16th prox., at 4 P.M.
Do. Do.	Gaelic (str.)		Hongkong	O. & O. S. Co.	On 2nd prox., at 3 P.M.
SINGAPORE, BOMBAY, &c.	Gwalior (str.)	Haselwood		P. & O. S. N. Co.	On 31st inst., at noon.
Do. BRISBANE, &c.	Brisbane (str.)	Balfour	Hongkong	Gibb, Livingston & Co.	On 11th prox., at noon.
BOMBAY, BANDARABBAS, &c.	Killarney	H. O'Neill	Hongkong	Haji Ali Asgar & H. Esmail	Quick despatch.
SAIGON, SINGAPORE, &c.	Hoogly (str.)	Gauvain	Hongkong	Messageries Maritimes	To-day, at noon.
MANILA	Esmeralda (str.)			A. MacG. Heaton	To-day, at 11 A.M.
Do.	Nuevo Constante	Uriarte	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Malacca (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
Do.	Volga (str.)	Nomdeden	Hongkong	Messageries Maritimes	Quick despatch.
SHANGHAI	Pei-ho (str.)	Melizan		Messageries Maritimes	Quick despatch.
Do.	Malwa (str.)			P. & O. S. N. Co.	Quick despatch.
FOOCHOW	James Wilson	R. W. Prideaux	Hongkong	Carlowitz & Co.	On or about 23rd inst.
Do.	Tom Morton (str.)	Webster	Hongkong	A. MacG. Heaton	To-day, at 4 P.M.
SWATOW, AMOY & FOOCHOW	Yesso (str.)	Punchard	Hongkong	Douglas Lapraik & Co.	On 26th inst., at noon.

For Sale.

SAYLE & CO.

HAVE received, ex S. S. *State of Virginia*, and

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GOODS AS UNDER:—

WHITE KERSEYMERE and BEDFORD CORDS for BREECHES and PANTALOONS.

FANCY BLUE and BLACK COATINGS.

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A few Suit Lengths of FASHIONABLE TWEEDS.

LIGHT OVERCOATINGS for DUST COATS.

The TAILORING DEPARTMENT being under the Supervision of TWO EXPERIENCED CUTTERS, SAYLE & Co. are prepared to make up the above in the Latest Styles and at most Reasonable Rates, a perfect fit being always guaranteed.

DRAB SHELL and PARIS SILK HATS; CHRISTY'S PULLOVER HATS, the Latest Novelty

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FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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The India GAUZE UNDERVEST, to take off like a Coat, so as not to tear.

33, *QUEEN'S ROAD*,
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TINTO,
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C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.

C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conducted to the success their efforts have hitherto met with.

Every table is made of *solid wood, well seasoned and not veneered.*

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THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1503 Hongkong, 23rd September, 1874.

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will be despatched as above TO-DAY, the 24th inst., at 11 A.M.

For Freight or Passage, apply to
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1134 Hongkong, 22nd July, 1875.

FOR FOOCHOW *(Direct.)*

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will be despatched as above TO-DAY, the 24th instant, at 4 P.M.

For Freight, apply to
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Agent.
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NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"VOLGA,"

Captain Nomdeden, will be despatched for YOKOHAMA

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NOTICE.

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PAQUEBOT POSTE FRANCAIS.

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OCEAN STEAMSHIP COMPANY.

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STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MALACCA"

will leave for the above place shortly after the arrival of the *Malwa* with the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 20th July, 1875. [1122

STEAM TO SHANGHAI,
(Taking Cargo at through rates for NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"MALWA,"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 20th July, 1875. [1123

FOR BOMBAY, BANDARABBAS, AND BUSHER,
Calling at SINGAPORE *and* PENANG *if inducement offer.*

THE A 1 Steamship

"KILLARNEY,"

Captain H. O'Neill, will have quick despatch for the above Ports.

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FOR NEW YORK.

THE A 1 18 years British Bark

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D. Lloyd, Master, will load here and at Whampoa, and will have quick despatch for the above Port.

For Freight, apply to
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1095 Hongkong, 13th July, 1875.

FOR SAN FRANCISCO.

THE A 1 American Clipper Barque

"CONQUEST,"

Captain Small. For Freight, apply to
ROZARIO & Co.
1071 Hongkong, 8th July, 1875.

FOR SAN FRANCISCO.

THE following A 1 American Clipper Ships, having the greater portion of their Cargo engaged, will have immediate despatch for the above Port:—

The "MATILDA,"
Captain Carver.

The "MESSENGER,"
Captain Gilkey.

For Freight, apply to
ROZARIO & Co.
952 Hongkong, 21st June, 1875.

FOR LONDON.

THE A 1 British Barque

"OSAKA,"

Lowe, Master, will load a General Cargo here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON.
tf 924 Hongkong, 14th June, 1875.

FOR LONDON,
To follow the "Denbighshire."

THE A 1 British Barque

"ST. ANDREW'S CASTLE,"

Malcolm, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON
OR
DEACON & Co.,
Canton and Macao.
tf 862 Hongkong, 4th June, 1875.

Vessels on the Berth.

FOR FOOCHOW.

THE A 1 British Barque

"JAMES WILSON,"

R. W. Prideaux, Master, will be despatched as above on or about the 23rd inst., and will take Cargo at Cheap Rates.

For Freight, apply to
CARLOWITZ & Co.,
Agents.
tf 1096 Hongkong, 14th July, 1875.

FOR MANILA.

THE Spanish Brig

"NUEVO CONSTANTE,"

Captain Uriarte, will have immediate despatch as above.

For Freight, apply to
REMEDIOS & Co.
1082 Hongkong, 10th July, 1875.

FOR SAN FRANCISCO.

THE A 1 Dutch Bark

"HOLLANDER,"

Van der Eb, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
891 Hongkong, 8th June, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, AND CALCUTTA.

ON SATURDAY, the 24th July, 1875, at noon, the Company's Steamship "*HOOGLY*," Commandant GAUVAIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 23rd July, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 16th July, 1875.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GWALIOR*," Captain HASELWOOD, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 31st July, at Noon, proceeding to Southampton and London *via* Suez Canal.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 30th July.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 22nd July, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES,
AND
ATLANTIC STEAMERS.

THE S. S. *GAELIC* will be despatched for San Francisco, *via* Yokohama, on MONDAY, the 2nd August, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 1st proximo. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, July 10th, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*CITY OF TOKIO*," will leave Hongkong for San Francisco, *viâ* Yokohama, on MONDAY, the 16th August, at 3 P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA OVERLAND RAILWAYS.

A Steamer of the Company will leave Shanghai, viâ the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 P.M. on the 15th proximo. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, July 15th, 1875.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Post-Office Notifications.

A mail will close

For Singapore and Bombay.—Per *Columbian*, to-day, the 24th inst., at 9.30 A.M.

For Manila.—Per *Esmeralda*, to-day, the 24th inst., at 10.30 A.M.

For Foochow.—Per *Tom Morton*, to-day, the 24th inst., at 3.30 P.M.

For Yokohama and the United States.—Per *Gaelic*, on Monday, the 2nd August, at 2.30 P.M.

For Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, and Melbourne.—Per *Brisbane*, on Wednesday, the 11th August, at 11.30 A.M.

MAILS BY THE "*FRENCH PACKET.*"

The French Mail Packet "*HOOGLY*" will be dispatched on SATURDAY, the 24th inst., at noon, with the Mails,—

To and through the United Kingdom *via Marseilles*; to France (closed Mail), and other Continental States, Saigon, Singapore, Galle, Madras, Calcutta, Bombay, Aden, Seychelles, Reunion,

Extracts.

THE GRAVE'S VOICES.

[TRANSLATED FROM THE GERMAN, BY ANTONIA DICKSON.]

Sank as in dreams, and lost in anxious thought,
My footsteps brought me to this lonely spot.
To whom belongs the field? this flowery bed?
"The dead."

Enter thou in, my soul; why shouldst thou fear?
Nought but sweet buds and flowers are blooming here.
Whence comes the essence for these sweet perfumes?
"From tombs."

See here, O man! where all thy paths must end,
However varied be the way they wend.
Listen! the dead leaves speak; ay, hear thou must;
"To dust."

Where are the careless hearts that on the earth
Trembled in pain, or beat so high in mirth?
Those in whose breasts the flame of hatred smouldered?
"Mouldered."

Where are the mighty who take life by storm?
Who o'er to heaven's heights wild wishes form.
What croak the ravens on yon moss-grown wall?
"Buried all."

Where are the dear ones in Death's cold sleep lying,
To whom Love swore a memory undying?
What wail you cypress trees?—oh, hear'st thou not?
"Forgot."

To see where these ones passed, did no eye crave?
May *no* wild longing pierce beyond the grave?
The fir-trees shake their weird heads one by one:
"None, none."

The evening wind amid the trees is sighing,
Fettered in dreams, my saddened soul is lying,
The twilight falls, the red glow paleth fast—
"'Tis past."

—*Chambers' Journal.*

A BATTLE WITH TARTARS.

Grant, "apparently engaged in thought, and without taking heed of a line of Tartar cavalry drawn up ahead on the further side of a long mound," moved slowly forward in advance of the columns. The mandarin in command was seen riding up and down in front of his men, urging them to the charge; and when we came within two hundred yards of them, the Tartars gave a series of shrill yells, and spurring up the bank, charged furiously, firing and slinging their matchlocks as they came on. The general and staff instantly galloped to the flanks, uncovering the Armstrongs, which were wheeled round in hot haste, the limbers cast off, and the muzzles levelled. The Tartars had an idea that the allies were panic-stricken, thus they came on the more boldly, whooping and yelling their war-cries; but before they had proceeded far, the case-shot swept through them, and their cheers gave place to cries of rage and despair; and a volley from the rifles of the 2nd Queen's forced them to retire. Sir Hope Grant led the cavalry yet further to the left, and gave the 1st Division space to advance. The King's Dragoon Guards watched their opportunity. Advancing towards the Tartars at an easy canter, the trumpets suddenly sounded the "charge"—the spurs were sharply applied, and with a ringing hurrah, they broke like a thunderbolt among the Tartars. For a time both parties were lost to view by the cloud of dust that enveloped them; and of the encounter nothing could be seen but the bright flash of a descending sword, or the white puff of smoke from a carbine or pistol. In a minute the dust passed away, and our gallant Dragoons were seen quietly drawn up in a line; while of the Tartars nothing remained but the dead or dying beneath their horses.—"*British Battles on Land and Sea.*" *By James Grant.*

THE FANTEES.

I happened to be stationed in a small fort, in a town situated in a district remote from European intercourse, where I had opportunities of observing the Fantee in his natural state. One day while strolling about in the bush near the town, I discovered a bush path wider and in better condition than those miserable tracks generally are. I followed it up, and after about one hundred and fifty yards, the path suddenly terminated. I thought I must have passed some turning, and so retraced my steps, but only to find that the path did end where I had first stopped. I thought it strange that any one should take the trouble to cut a path so far into the bush and not continue it, and looked around to discover the reason. The bush at the termination of the way in nowise differed from that at any other part, but I found a large number of clay saucers, more like the saucers of flower-pots than anything else, scattered about. I went back to the fort and inquired privately what this meant. I learned that the path was a fetish path, to which the people resorted every Tuesday for sacrificial purposes. The Tuesday following I went at an early hour to the bush, and took up a position near the end of the path where I could observe what took place and could not be seen myself. After waiting some time I heard a noise as of people approaching, and soon the worshippers came in sight. There were about twenty of them in all. First came the fetish man, or priest, attired in black country cloth, or, as it would be called in England, glazed lining, and carrying a live fowl. Next came the fetish woman, or priestess, also dressed in a strip of black lining, and carrying a bottle containing rum. Her face was painted with symbols, no doubt of direful portent. The figure eight appeared in white horizontally on her forehead, thus ∞; white circles were described round each eye, and three white streaks on each cheek. She was a very meagre old woman, and remarkably ugly even for a negress. Following these two came the laity, both men and women, dressed in the usual gay cloths common to the country. The whole party halted where the clay saucers lay, and stood silent for a short space. Then the priest and priestess commenced some incantation in a sing-song voice, waving their arms about the while. When that was finished the fetish man produced a knife from his girdle and disembowelled the fowl, placing the entrails in one of the saucers, while the woman poured a little rum from her bottle on them. The man, after intently regarding the sacrifice for some time, rose and spoke to his congregation, explaining to them, I suppose, the result of the offering. The woman then sprinkled some of the blood of the fowl and some more rum on the ground and bushes, and then the whole party retired again, taking with them the body of the fowl, which they doubtless considered too valuable to leave behind, and on which they intended to dine later on in the day. In native trials, when the plaintiff wishes to ascertain if the defendant or his witnesses are speaking the truth, he administers to them fetish, or proof water, a decoction of herbs mixed with water; if, after drinking it, the man vomits, it is supposed to be a certain proof that he has not spoken the truth, and he consequently loses his case. Another method of divination is called playing fetish, in which the plaintiff and the defendant play a sort of cat's cradle with string, the result showing which of the two is in the right. Fetish men and women are supposed to possess some hidden power, by means of which they are able to exert such an influence over any person they wish who is present, as to compel him to do what they want. On one occasion, when a Fantee chief and his followers came to hold a "palaver" or conference with me, he brought with him his fetish woman embellished with the usual hieroglyphics. I asked my interpreter why she came there, and he replied, "Oh, she comes to blow medicine at you and make you do what the king wants." No restrictions seem to be imposed on the Fantee priests or priestesses, either as regards celibacy or anything else; they live the same sort of lives as their countrymen, and marry and are purchased for marriage in the same way as their neighbours.—*Sunday Magazine.*

DEGENERATE INDIANS.

I guess the Indian is the most tarnation mistake that ever walked on two legs since animated dirt trod foot-sole. I've seen these Chippewas in Minnesota steal anything they could lay their lifters on. We used always to walk amongst them with our revolvers ready. The Indian's no good any more now, except to Barnum and book-writers. In fact, he's played out. He neither works nor shoots nor digs; he only devils all round and drinks, and then he's a beast. He's only a red leaf on the tree, and has had his summer. Somebody said that he was spoilt by Columbus discovering him. I guess there's a whittle of fact in that.—*Gentleman's Magazine.*

HOW CHICKENS GET OUT OF SHELLS.

Take an egg out of a nest on which the hen has set her full time, carefully holding it to the ear; turning it around you will find the exact spot on which the little fellow is picking on the inside of the shell, this he will do until the inside skin is perforated, and then the shell is forced outward as a small scale leaving a hole. Now, if you will take one of the eggs in this condition from under the hen, remove it to the house or other suitable place, put it in a box or nest, keeping it warm and moist, as near the temperature of the hen as possible (which may be done by laying two bottles of warm water upon some cotton or wool) and lay a glass over the box or nest, then you can sit or stand, as is most convenient, and witness the true *modus operandi*. Now watch the little fellow work its way into the world and you will be amused and instructed as I have been. After it has got its opening, it commences a nibbling motion with the point of the upper bill on the outside of the shell, always working to the right (if you have the large end of the egg from you and the hole upward), until it has worked its way almost around, say within one-half an inch, in a perfect circle; it then forces the cap or butt end of the shell off, and then has a chance to straighten its neck, thereby loosening its legs somewhat, and so, by their help, forcing the body from the shell.—*House and Farm.*

THE HIGHGATE OATH.

"'*Swearing on the horns,*' or '*He has been sworn at Highgate,*' are terms more widely circulated than understood, and now-a-days is 'a custom more honoured in the breach than in the observance.' Yet it prevailed at Highgate, in Middlesex, as a jocular usage of the place, from beyond the memory of man, especially encouraged by certain of the villagers, to the private advantage of the public landlords. On the drawing up of the coaches at the inn doors, particular invitations were given to the company to alight, and, after as many as could be collected were got into a room for the purpose of refreshment, the subject of being 'sworn at Highgate' was introduced, and some perhaps expressed a wish to submit to the ceremony. It often happened, however, that before these facts could be ascertained 'the horns' were brought in by the landlord, and as soon as they appeared enough were usually present to enforce compliance.

'It's a custom at Highgate, that all who go through,'

Must be sworn on the horns, sir! and so, sir, must you.

Bring the horns, shut the door; now, sir, take off your hat.

When you come here again, don't forget to mind *that.*'

The horns, fixed on a pole of about five feet in height, were erected by placing the pole upright on the ground, near the person to be sworn, who was required to take off his hat and all present having done the same, the landlord then in a loud voice swore in the 'party propement.' What is called the oath is traditional, and varies verbally in a small degree. The landlord, or the person appointed by him to 'swear in,' proclaims aloud: 'Uprstanding and uncovered! Silence!' Then he addresses himself to the person he swears in, thus: 'Take notice what I now say unto you, for *that* is the first word of your oath, mind *that!* You must acknowledge me to be your adopted father. I must acknowledge you to be my adopted son [or daughter]. If you do not call me father you forfeit a bottle of wine. If I do not call you son I forfeit the same. And now, my good son, if you are travelling through this village of Highgate, and you have no money in your pocket, go call for a bottle of wine at any house you think proper to go into, and book it to your father's score. If you have any friends with you, you may treat them as well, but if you have money of your own you must pay for it yourself. For you must not say you have no money when you have, neither must you convey the money out of your own pockets into your own friends' pockets, for I shall search you as well as them; and if it is found that you or they have money, you forfeit a bottle of wine for trying to cozen and cheat your poor old ancient father, mind *that!* And now, my son, you must not eat brown bread while you can get white, except you like the brown the best. You must not kiss the maid while you can kiss the mistress, except you like the maid best, but sooner than lose a good chance you may kiss them both. And now, my good son, for a word or two of advice. Keep from all houses of ill-repute, and every place of public resort for bad company. Beware of false friends, for they will turn to be your foes, and inveigle you into houses where you may lose your money and get no redress. Keep from *thieves of every denomination.* And now, my good son, I wish you safe journey through Highgate and this life. I charge you, my good son, that if you know of any in this company who have not taken this oath, you must cause them to take it, or make each of them forfeit a bottle of wine; for if you fail to do so you will forfeit a bottle of wine yourself. So now, my son, God bless you! Kiss the horns or a pretty girl, if you see one here, which you like best; and so be free of Highgate!' If a female was in the room, she was usually saluted; if not, the horns must be kissed. As soon as the salutation was over, the swearer-in commanded 'Silence!' and then, addressing himself to his new-made 'son,' said, 'I have now to acquaint you with your road-side privilege as a freeman of this place. If at any time you are going through Highgate, and want to rest yourself, and you see a pig lying in a ditch, you have the liberty to kick her out and take her place; but if you see three lying together you must only kick out the middle one, and lie between the other two. God save the King [or Queen].' This singular custom was first practised at the Gate House. Its origin is variously accounted for. One is, that it was devised by a landlord who had lost his licence, and who used it to cover the sale of his liquors. Another, and more probable one, is, that Highgate being the nearest spot to London where cattle rested on their way from the North to Smithfield for sale, many graziers put up at the Gate House for the night. These men formed a kind of fraternity, and generally endeavoured to secure the inn for their exclusive accommodation on certain days. Finding, however, they had no power to exclude strangers, who like themselves were travelling on business, these men formed themselves into a sort of club, and made it imperative on all who wished to join them to take a certain oath, and bringing an ox to the door, compel them either to kiss its horns or to quit their company. Yet, after all, it is just probable the custom was long ago not an uncommon one at favourite inns, and only survived at Highgate when it had gone out elsewhere."—"*Tavern Anecdotes and Sayings,*" *by Charles Hindley.*

YESTERDAY.

The joys, the sorrows, and the trials of yesterday—all are past. We have filled another page in our life-book, and hasten on, perhaps, alas! only to blot the next with tears of regret for the deliciousness of its predecessor. But what we have written is unchangeable, "whether it be good or whether it be evil;" its effect will continue into eternity, and will determine our status in the future world. Then, while we still have the pen of life within our hold, should we not use it to record noble deeds, kindly words and thoughts, that our remaining yesterdays may be pleasant readings for the future.

AN EARTHQUAKE.

As I felt my mettled horse bound beneath me on my Homeward route across the springy turf of the prairie, my spirits rose, and, cheering on the mustang, I took a boyish pleasure in the scamper across the boundless tract of flower-enamelled pasture. Suddenly my steed came to a halt, as though he had been thrown back upon his haunches by the pressure of a powerful bit. Trembling in every limb, with quivering flanks and drooping head, he seemed paralysed by the immediate presence of some danger, viewless to me. I tried the spur, but in vain, nor were caresses more efficacious, while the cause of this singular trepidation was beyond my power of guessing until, lifting my eyes towards the eastern sky, I beheld a dusky mass of smoke, hoisted, like the black flag of death, over the soaring peak of the volcano. Then the remembrance of the half-heeded words of the old Indian woman rushed in upon me, just as a herd of black-skinned, half-wild buffaloes came galloping past, with every sign of bovine terror; and immediately afterwards I experienced a rocking sensation, while three or four frightened voices of half bred herdsmen cried out in shrill tones, "El tiembló! mercy! mercy for the souls of those who are about to die, blessed San Jago, and——." I heard no more, for there was a roar as though a thousand cannon had been discharged, and the dust rose in whirling clouds, and the solid earth seemed changed to surging water, so did it heave and roll. How long the earthquake lasted I cannot tell; I only know that when the last dread shock had ceased to make the ground vibrate beneath us, I found myself lying unhurt beside my moaning horse, which sobbed and cowered down like a terrified dog, and could with difficulty be induced to rise.—*Cassell's Magazine.*

ARCTIC DOGS.

In addition to the sledges drawn by the men, the Expedition will be furnished with five or six sledges to be drawn by dogs, of which sixty are to be taken on board the ships at the Danish settlement of Uppernavik, on the coast of Greenland, to be used when sledging operations commence. Sir Leopold M'Clintock states, as the result of his experience, that two dogs can drag as much as one man. Several tons of the choicest dog-biscuits have been provided for their use, although some doubts are entertained whether they will be duly appreciated, experience having proved that the Greenland dogs prefer devouring each other to any food which can be offered them. "Nothing," says Admiral Osborn, "can be more exhilarating than dog-sledging in the Arctic regions on a fine day. The rattling pace of the dogs; their intelligence in choosing the road through the broken ice; the strict obedience paid by the team to one powerful dog whom they elect as leader; the arbitrary exercise of authority by the master dog; the constant use of the whip, and the running conversation kept up by the driver with the different dogs, who well know their names, afford constant enjoyment." However useful they may be, these Arctic dogs seem to be deficient in that affectionate disposition which endears their species so much to man. Captain Vesey Hamilton stated, at a recent meeting of the Royal Geographical Society, that he believed the Esquimaux dogs to be the most ungrateful creatures in creation. He had travelled for several hundred miles by sledge; and for six weeks it was his duty regularly to feed the dogs; but after only a week's absence, on the conclusion of the journey, they would not recognise him in the slightest degree. Sir Leopold M'Clintock, who may be said to have originated this mode of Arctic travelling, states that it would be a mistake to attempt to house the dogs, as they can live near the ships during a whole winter, and if treated differently would sicken and die.—*Blackwood's Magazine.*

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COTTON GOODS.

COTTON YARN, No. 16 a 24, per 100 lbs.		$92.00 a	$117.00
" " 26 a 32	"	107.00 a	115.00
" " 38 a 42	"	115.00 a	130.00
GREY SHIRTINGS, 7 lbs.	per piece	$1.75 a	1.90
" 8 lbs.	"	2.03 a	2.10
" 8½ lbs.	"	2.15 a	2.28
WHITE SHIRTINGS, 5/4 x 60 reed.	"	2.10 a	2.25
" 6/4 x 66 "	"	2.50 a	2.65
" 6/4 x 80 "	"	2.80 a	3.45
WHITE SPOTTED SHIRTINGS	per piece	2.40 a	2.45
WHITE BROCADES	"	2.65 a	2.70
AMERICAN DRILLS, 30 yards	"	2.75 a	2.80
" 40 "	"	3.70 a	3.80
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.	"	1.75 a	2.15
" 24 " & 36 " 8 lbs.	"	2.10 a	2.17
DYED SPOTTED SHIRTINGS	"	3.00 a	3.05
DYED BROCADES Do.	"	3.70 a	3.85
DYED DAMASK Do.	per piece	5.70 a	5.85
CHINTZ	"	1.50 a	1.85
HANDKERCHIEFS, Blue	per doz.	0.60 a	0.71
" Brown	"	0.60 a	0.65
" Red	"	0.70 a	0.75
VELVETS, Black, 22 ins.	per yard	0.19 a	0.20
" Gentian, 22 "	"	0.21 a	0.22
VELVETEENS, Black	"	0.24 a	0.25

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.18 a	0.20
LONG ELLS, MM Scarlet	per piece	9.10 a	9.30
" Assorted	"	8.60 a	8.70
HH Scarlet	"	9.00 a	9.50
" Assorted	"	8.50 a	8.60
CAMLETS, SSS	"	16.00 a	19.50
" SS	"	17.50 a	18.00
" S	"	18.50 a	19.00
" BBB	"	19.00 a	19.5
LASTINGS, DD	"	15.00 a	16.50

METALS.

IRON, Nail Rod	per picul	3.30 a	3.35
" Hoop	"	3.75 a	4.05
" Bar	"	3.30 a	3.35
" Wire	"	7.90 a	8.15
LEAD	"	7.50 a	7.80
SPELTER, English	per tub.	5.10 a	5.20
" Swedish	"	5.50 a	5.60
TIN, Malacca	per picul	22.30 a	23.80
TIN PLATES	per box	7.50 a	8.00
SHEATHING METAL	per picul	24.00 a	29.00
QUICKSILVER, English	"	110.00 a	—
" American	"	112.00 a	—
SPELTER	"	6.50 a	7.00

PRODUCE.

COTTON, Shanghai	per picul	14.00 a	14.20
" Ningpo	"	14.50 a	15.00
" Tientsin	"	14.00 a	14.40
" Tungchow	"	15.00 a	15.20
" Bengal	"	12.80 a	15.00
ALUM	"	1.60 a	1.75
BÊCHE-DE-MER, white	"	4.30 a	4.40
" black	"	3.33 a	3.55
RICE, Bengal, Cargo No. 1	"	2.45 a	2.50
" " 2	"	2.20 a	2.25
" Siam, white	"	1.85 a	1.90
" " middle	"	1.53 a	1.56
" Manila	"	2.35 a	2.40
" Singapore	"	1.88 a	1.91
" Saigon	"	1.48 a	1.51
" African	"	2.10 a	2.15
" Rangoon	"	2.35 a	2.40
SALTPETRE	"	2.75 a	2.90
CASSIA, LIGNEA	per ton.		
" English steam	"	11.75 a	12.80
" Sydney	"	9.75 a	—
WINDOW GLASS	per box.	3.30 a	3.50
STRAITS PRODUCE, &c.,			
RATTANS, Straits	per pol.	5.45 a	5.60
" Banjar	"	4.65 a	4.16
PEPPER, White	"	16.50 a	17.00
" Black	"	9.80 a	10.80
BETEL NUTS	"	1.85 a	1.98
SANDAL WOOD Malabar	"	4.10 a	4.30
" South Seas	"	15.00 a	16.50
SAPAN WOOD, Manila	"	1.70 a	2.20
" Siam	"	2.80 a	2.60
FLOUR California, per sack of 50 lbs.		1.18 a	1.25
" American per barrel of 196 lbs.		9.70 a	9.71
" " of 200 lbs.		5.84 a	5.80
WHEAT, Tientsin	per pol.	1.80 a	1.93
" California	"	2.35 a	2.35
SUGAR, Canton white, 1 a 3	"	6.45 a	6.84
" Dk. Brown	"	4.70 a	4.85
" West Coast, Dk. Brown	"	—	—
" Manila, Dry White	"	5.45 a	5.80
" Candy	"	6.75 a	8.00
CAMPHOR, packed	"	13.0 a	13.25
EGGS, White	"	1.80 a	1.95
" Green	"	2.15 a	2.40
" Black	"	1.70 a	1.75
" Yellow	"	1.70 a	1.75
MUSHROOMS	"	47.00 a	51.00
SEAWEED, Green	"	1.70 a	2.40
" Dry	"	3.50 a	3.75
MUSCHELS, Dry Siam large	"	10.00 a	12.50
" " middle	"	5.45 a	5.10
" " small	"	5.25 a	5.10
VERMICELLI, Tientsin	"	6.00 a	7.50
BEES WAX, Japan, White	"	11.50 a	11.70
" Hankow	"	57.00 a	57.50

SHIPPING IN THE CHINA WATERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.	Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
				HONGKONG.						WHAMPOA.	
				STEAMERS.						STEAMERS.	
Abbotsford	A. Hunter	Brit. str	649	Ah Yon	Bangkok	Lintin		Brit. str	69	Kwok Acheong	
Africa	J. S. Galilee	Brit. str	1810	Jardine, Matheson & Co	London	Malacca	Bernard	Brit. str	1044	P. & O. S. N. Co	
Albay		Span. str	269		Repairing	Orissa	E. M. Edmond	Brit. str	1110	P. & O. S. N. Co	
Amoy	Drawes	Brit. str	814	Siemssen & Co	Shanghai					SAILING VESSELS.	
Brisbane	R. Balfour	Brit. str	1500	Gibb, Livingston & Co	Australia	Charlotte Andrews	G. Place	Brit. bk	355	Rozario & Co	Tientsin
Carisbrooke	M. G. Scott	Brit. str	1000	Soon Cheong & Co	Repairing	Dun	T. A. Halberg	Swed. bg	246	Arnhold, Karberg & Co	Tientsin
City of Exeter	John Gorley	Brit. str	787	Hop-kee	Singapore, &c.	Edmond Gressier	Fauquet	Fren. bk	300	Chinese	
Colorado	M. Connolly	Amr. str	3727	P. M. S. S. Co	Yokohama, &c.	Gesiena	T. S. Mulder	Dut. sch	480	Ed. Schellhass & Co	Tientsin
Columbian	W. Robbie	Brit. str	1382	P. & O. S. N. Co	Singapore, &c.	Gleam	Burgess	Brit. bk	291	Turner & Co	Tientsin
Dona	Thomson	Brit. str	852	Gilman & Co		Osaka	Lowe	Brit. bk	527	A. MacG. Heaton	London
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	Tug Plying	St. Andrews Castle	D. Malcolm	Brit. bk	635	A. MacG. Heaton	London
Feiwan		Brit. str		H. C. & M. Steamboat Co		Virginia	G. Tarabochia	Aus. bk	290	Siemssen & Co	Tientsin
Formosa	J. C. Schulz	Brit. str	465	Vogel, Hagedorn & Co	Amoy					CANTON.	
Gaelic	Henry Parsell	Brit. str	1712	O. & O. S. S. Co	Yokohama, &c.	An-lan †	Godsil	H.I.C.M.	g.b.		
Glenlyon	Thos. Edward	Brit. str	1373	Gilman & Co	Singapore, &c.	Chen jui ‡	Wade	H.I.C.M.	g.b.		
Gauvain	Hoogly	Fren. str	2800	Messageries Maritimes	Saigon, &c.	Ching-Sing ‡	E. Choy	H.I.C.M.	g.b.		
Japan	J. Miller	Brit. str	1853	D. Sassoon, Sons & Co		Chung-hoi ‡	Demie	H.I.C.M.	g.b.		
Killarney	H. O'Neill	Brit. str	1060	Asgar & Esmail	Bombay, &c.	Peng-chao-hai ‡	Palmer	H.I.C.M.	g.b.		
Kinshan ‡	Cary	Brit. str	1050	H. C. & M. Steamboat Co		Sun-Chee ‡	F. Scott	H.I.C.M.	g.b.		
Kin-Kiang §	Banning	Brit. str	1061	H. C. & M. Steamboat Co		Tien-Po ‡	Longueville	H.I.C.M.	g.b.		At Hainan
Leonor		Span. str	393		Repairing					‡ *In the river between Cheung-chow and Canton.*	
Little Orphan	Finch	Amr. str	45	Captain J. B. Benning	Tug Plying					MACAO.	
Ly-ee-moon	Forrest	Brit. str	611	Birley & Co						*In port on 16th July, 1875.*	
Nankin	M. Brace	Brit. str	1890	Siemssen & Co	Saigon	Camoens	Guimarses	Port. gb.	80		
Ningpo	J. M. Rayner	Brit. str	761	Siemssen & Co		Concordia	J. L. da Silva	Port. bg	226	J. E. d'Almeida	
Norna	C. Koch	Brit. str	606	Kwok Acheong	Swatow	Kolga	Kielseth	Ger. bk	500	Wm. Pustau & Co	
Pawtuxet		Amr. str	280	Heard & Co		Spark ‡	Holland	Brit. str	140	H. C. & M. Steamboat Co	
Powan ‡	A. Benning	Brit. str	1690	H. C. & M. Steamboat Co		Tejo	F. Cabral	Port. g.b.			
Scotland	J. James	Brit. str	1694	Ah Yon						‡ *Running between Canton and Macao.*	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing					SWATOW.	
Tom Morton	J. Webster	Brit. str	1400	A. MacG. Heaton	Foochow					*In port on 20th July, 1875.*	
Volga	Nomdeden	Fren. str	960	Messageries Maritimes	Yokohama			Fren. bk	417	Order	
Yesso	J. E. Punchard	Brit. str	560	D. Lapraik & Co	East Coast	Afcune	Valot	Ger. bk	380	Dircks & Kruger	
Yot-sai		Brit. str	180	Kwok Acheong	Laid up	Civilde	Brook	Brit. bk	281	E. Horton	
Yottung		Brit. str	323	Kwok Acheong	Laid up	Farningham	Craid	Ger. bk	517	Dircks & Kruger	Newchwang
				‡ *Running between Hongkong and Canton.*		Juno	Diedrich	Brit. sh	890	E. Vincent & Co	Chefoo
				§ *Running between Macao and Hongkong.*		Liberator	Vandervord	Ger. bk	484	Dircks & Kruger	
						Malvina	Kulge	Brit. bk	500	E. Vincent & Co	Chefoo
				SAILING VESSELS.		Marquis of Argyle	McKeon	Brit. bk	468	E. Vincent & Co	Chefoo
Ada	Joseph Asals	Brit. bk	686	Russell & Co		Menam	Osmont	Brit. bk	515	Dircks & Kruger	
Amadine	Farron	Brit. bk	547	Messageries Maritimes		Miako	Cape	Ger. bk	311	Dircks & Kruger	
Anazi	J. Hill	Brit. bk	468	Frazar & Co		Peter	Lange	Ger. bk	397	Dircks & Kruger	
Anna Dorothea	O. D. Schmidt	Ger. bk	330	Wm. Pustau & Co		Peter	Kickolasen	Nor. bk	287	E. Vincent & Co	
Annie Gray	R. Moro	Brit. sh	727	Jardine, Matheson & Co	Rejang	St. Thomas	Hjorth			AMOY.